HAWAII AIRPORTS and FLYING SAFETY

GUIDE

2000 - 2001 **First Edition**

State of Hawaii • Department of Transportation

AIRPORTS DIVISION

HAWAII AIRPORTS
and
FLYING SAFETY GUIDE

This guide is published by the State of Hawaii, Department of Transportation, Airports Division, in the interest of flight safety and the promotion of aviation in the Hawaiian Islands.

You will find a list of airport facilities, including field diagrams, traffic patterns and details which should be useful for visual approach to each airport. For special notices covering up-to-date field conditions, fuel availability, etc., consult the current Pacific Chart Supplement and NOTAMS. Every reasonable attempt has been made to insure the accuracy of material contained in this guide, however, the Department of Transportation is not responsible for omissions or errors that may appear. Please be aware that the information contained herein is for informational purposes only and should not be used for actual flying.

We hope that this guide will be of assistance in using the State Airport System. Any comments which you may have concerning information for future revisions will be appreciated.

We wish to express our appreciation to the Federal Aviation Administration Honolulu Flight Standards District Office and to a committee of the General Aviation Council of Hawaii for their valuable assistance in the preparation of this guide.

NOT FOR NAVIGATION

Compliments of

Department of Transportation
Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, HI 96819-1880
Telephone (808) 838-8701

TABLE OF CONTENTS

GENERAL INFORMATION

NOISE AVOIDANCE AREAS

PUBLIC AIRPORTS IN HAWAII

Hawaii County Airports

Kauai County Airports

Maui County Airports

Oahu County Airports

Flight Safety

AVOID NOISE SENSITIVE AREAS

GENERAL INSTRUCTIONS FOR OPERATIONS AT STATE AIRPORTS

The instructions set forth herein make frequent reference to the Federal Aviation Regulations (FAR), the Federal Aviation Administration (FAA) Aeronautical Information Manual (AIM), the National Oceanic and Atmospheric Administration (NOAA) Pacific Chart Supplement (PCS), and the Rules and Regulations of the State Airport System. In the interest of safety and conformance with established procedures, all pilots and agencies concerned should acquaint themselves with the contents of these publications. FARs and the AIM are available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The Rules of the State Airport System may be obtained from any District Airport Office or the Airports Division, Honolulu International Airport, 400 Rodgers Boulevard, Suite 700, Honolulu, HI 96819.

The following rules govern operations at airports in this publication. At locations with an operating control tower, ATC may authorize or request procedures other than those shown here. *At controlled airports, all aircraft must have two-way radio contact with the tower.*

TAXIING RULES:

a. At locations where a control tower is in operation, pilots will obtain a clearance from the tower before starting to taxi.

b. At locations where a control tower is not in operation, pilots will taxi aircraft to the run-up position by the shortest practical route and on the taxi way adjacent to the runway in use. Aircraft are not permitted to taxi on a runway when other taxi routes are available, nor will pilots be permitted to cross any runway without first stopping to observe other traffic.

c. After engine run-up, aircraft will face the runway in use at an angle of 90° from the landing direction and obtain tower clearance for take-off. If a tower is not in operation, immediately prior to take-off, pilots will clear their position throughout 360° with respect to other aircraft which may be overhead or in the vicinity of the airport. Do not assume take-off position if another aircraft is on base or final approach leg.

TAKE-OFF RULES:

a. Pilots will not commence take-off until the runway is clear of landing aircraft or a preceding aircraft is airborne. Take-offs will be made into the wind on the runway most nearly aligned with the wind.

b. Climb to at least 400 feet AGL and check for other traffic before making any turn.

TRAFFIC PATTERNS:

a. Pilots should fly the traffic pattern shown on applicable charts and in this document. Those runways showing traffic patterns on one side only will require right or left hand turns depending on the direction of the wind. **It is important that traffic in the pattern be confined to the airspace on the indicated side of the runway.** Except when otherwise approved by ATC, small aircraft will fly a rectangular pattern 800 feet above the elevation of the airport and large aircraft will fly a circular pattern 1,500 feet AGL. Tactical jet aircraft will make initial overhead approach at 2,000 feet AGL, make a level break, then continue in a circular pattern.

b. Unless instructed otherwise by ATC, entry into the small aircraft pattern should be made at a 45° angle to the downwind leg of the rectangular pattern. Entry into the pattern by large aircraft should be made tangent to the circular pattern.

c. Departure from the traffic pattern by small aircraft should be made after the first 90 degree turn has been completed and before pattern altitude has been reached or as instructed by ATC.

d. Pilots of aircraft in the traffic pattern shall keep the aircraft ahead in sight at all times. An over-taking pilot shall extend his pattern to keep a safe interval.

LANDING RULES:

a. All aircraft in the traffic pattern will maintain a straight approach course where practical for the last 1,000 feet unless deviations are authorized by ATC.

b. The turn to final should be made at or above 400 feet AGL.

c. Aircraft landing or on final approach have the right of way over other aircraft in the pattern and over those on the surface. When two or more aircraft are approaching to land, the aircraft at the lower altitude has the right of way, but it shall not take advantage of this rule to cut in front of another which is on final approach to land.

PARKING RULES:

a. Aircraft will be securely parked with chocks or adequate parking brakes and in designated areas. Aircraft will not obstruct the movement of other aircraft.

RESPONSIBILITY:

a. **Flight instructors are responsible for properly indoctrinating students in local rules and traffic patterns.** In addition, prior to authorizing any inter-island training flight, flight instructors will thoroughly brief their students in procedures, practices and facilities available at airports along the route and at the destination.

PUBLIC AIRPORTS:

Unless otherwise stated, each airport/heliport shown in this document is a public use facility owned or operated by the State of Hawaii. There is no landing fee for the non-commercial use of these airports. All runways listed as paved are in good condition unless otherwise indicated by NOTAM. All runways are marked in accordance with applicable FAA criteria. Each airport has a segmented circle.

NON-PUBLIC AIRPORTS:

There are several private military or agricultural use airfields and heliports on each island which are not listed in this document. All airports authorized for public use are shown on the following pages. Except in an emergency, do not land at any airfield or heliport not listed without prior written permission of the owner.

MAXIMUM AUTHORIZED LANDING WEIGHT:

Each airport remarks section contains the maximum authorized landing weight for single-wheel type landing gear (S), dual-wheel type landing gear (D), and dual-tandem type gear (DT) for that airport. Values are in thousands of pounds (D=70 indicates dual wheel type authorized to 70,000 pounds) Landings at higher than indicated weights require prior permission of the Airports Administrator, State Airports Division, Honolulu International Airport, 400 Rodgers Boulevard, Suite 700, Honolulu, HI 96819.

STATION DESIGNATORS OF HAWAIIAN AIRPORTS (ICAO)

BKH (PHBK) ..... PMRF Barking Sands, Kauai
HDH (PHDH) ..... Dillingham Airfield, Oahu
HHI (PHHI) ..... Wheeler AAF, Oahu
HIK (PHIK) ..... Hickam AFB, Oahu
HNL (PHNL) ..... Honolulu International Airport, Oahu
HNM (PHHN) ..... Hana Airport, Maui
HIØ1 ..... Princeville Airport, Kauai
ITO (PHTO) ..... Hilo International Airport, Hawaii
JHM (PHJH) ..... Kapalua Airport, Maui
JRF (PHJR) ..... Kalaeloa Airport, Kapolei, Oahu
KOA (PHKO) ..... Kona International Airport, Keahole, Hawaii
LIH (PHLI) ..... Lihue Airport, Kauai
LNY (PHNY) ..... Lanai Airport, Lanai
LUP (PHLU) ..... Kalaupapa Airport, Molokai
MKK (PHMK) ..... Molokai Airport, Molokai
MUE (PHMU) ..... Waimea-Kohala Airport, Kamuela, Hawaii
NGF (PHNG) ..... Kaneohe Bay MCAS, Oahu
OGG (PHOG) ..... Kahului Airport, Maui
PAK ..... Port Allen Airport, Kauai
UPP (PHUP) ..... Upolu Airport, Hawaii

APPROXIMATE DIRECT NAUTICAL MILEAGE BETWEEN STATE AIRPORTS

Airports	Port Allen	Lihue	Princeville	Dillingham	Honolulu	Molokai	Kalaupapa	Lanai	Kahului	Kapalua	Hana	Upolu	Kona	Waimea-Kohala	Hilo
Port Allen		15	21	82	102	150	156	165	191	176	216	234	237	253	292
Lihue	15		15	69	91	138	144	155	180	165	204	224	228	242	281
Princeville	21	15		80	100	146	151	164	187	172	211	233	242	250	289
Dillingham	82	69	80		23	68	75	85	109	97	132	152	165	170	210
Honolulu	102	91	100	23		48	54	63	89	74	113	133	141	151	189
Molokai	150	138	146	68	48		8	23	41	27	66	89	103	108	145
Kalaupapa	156	144	151	75	54	8		25	36	22	61	85	102	105	142
Lanai	165	155	164	85	63	23	25		30	19	55	69	81	89	127
Kahului	191	180	187	109	89	41	36	30		15	25	49	72	69	106
Kapalua	176	165	172	97	74	27	22	19	15		39	62	95	82	119
Hana	216	204	211	132	113	66	61	55	25	39		33	62	52	85
Upolu	234	224	233	152	133	89	85	69	49	62	33		33	20	57
Kona	237	228	242	165	141	103	102	81	72	95	62	33		27	56
Waimea-Kohala	253	242	250	170	151	108	105	89	69	82	52	20	27		38
Hilo	292	281	289	210	189	145	142	127	106	119	85	57	56	38	

RULES OF GOOD PRACTICE

1. Know your regulations, particularly FAR part 91.
2. Check the weather and NOTAMs before you file a flight plan.
3. Be sure you have current charts appropriate for your flight.
4. Prior to flying between the islands, check your VOR with a VOT on 111.0 or with a ground or airborne checkpoint.
5. Check your compass and directional gyro on the runway before takeoff.
6. **USE YOUR RADIO.**
7. When in doubt, contact FSS, a tower, or Center for advice and assistance.
8. If you file VFR, stay VMC
9. Have and wear water survival equipment.
8. Close your flight plan.

FLIGHT PLANS

Flight plans are strongly recommended for all inter-island flights.

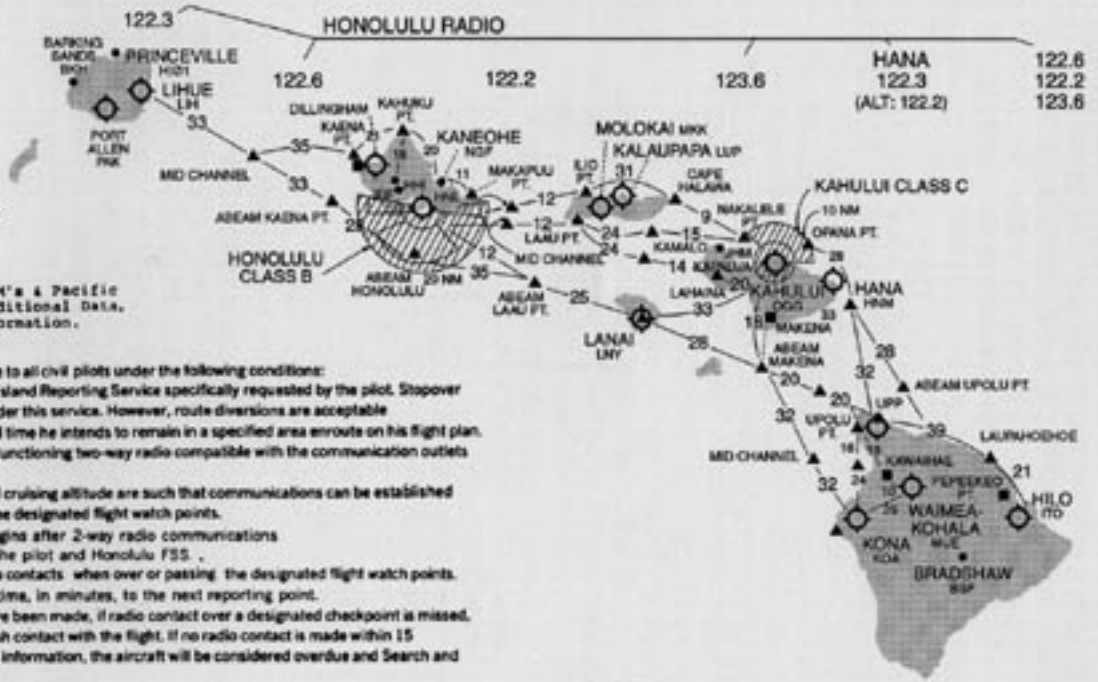
File it. Follow or amend it. Close it.

For interisland flights, either use HNL Center for flight following, to request VFR advisories or take advantage of the FSS Island Reporting Service.

RADAR ADVISORY SERVICE

Contact CERAP (the radio call sign is Honolulu CENTER) and request VFR advisories. Appropriate frequencies are shown elsewhere in this document and are also available from FSS when filing a flight plan. When operating from an airport with departure control, pilots may ask ATC for a hand-off to center for radar advisories.

HAWAIIAN ISLAND REPORTING SERVICE FLIGHT WATCH STATION AND CHECK POINTS



Legend

- ▲-CHECK POINTS
- ◇-PUBLIC AIRPORTS (STATE)
- ▪-PRIVATE/MILITARY AIRPORTS
- ▪-LANDMARKS

Consult appropriate NOTAM's & Pacific Chart Supplements for Additional Data, Conditions & Current Information.

Island Reporting Service is available to all civil pilots under the following conditions:

1. A VFR flight plan is filed and Island Reporting Service specifically requested by the pilot. Stopover flight plans will not be accepted under this service. However, route diversions are acceptable provided the pilot indicates the total time he intends to remain in a specified area enroute on his flight plan.
2. The aircraft is equipped with functioning two-way radio compatible with the communication outlets to be used.
3. The flight route and proposed cruising altitude are such that communications can be established with the flight watch stations over the designated flight watch points.
4. Island Reporting Service begins after 2-way radio communications have been established between the pilot and Honolulu FSS.
5. The pilot makes enroute radio contacts when over or passing the designated flight watch points. Pilots also provide an estimated time, in minutes, to the next reporting point.
6. After these arrangements have been made, if radio contact over a designated checkpoint is missed, FAA facilities will attempt to establish contact with the flight. If no radio contact is made within 15 minutes and other stations have no information, the aircraft will be considered overdue and Search and Rescue will be alerted.
7. In case of aircraft radio failure, the pilot should land at the nearest airport and notify nearest FAA station by telephone.
8. Island Reporting Service is optional with the pilot and does not relieve him of his basic responsibility for the safe conduct of the flight.
9. Island Reporting Service is not available between Hilo and Kona via South Hawaii.

NOTE:
NOT TO SCALE –
NOT INTENDED FOR NAVIGATION

FAA COMMUNICATIONS AND FLIGHT PLANS

Preflight pilot briefing including weather and NOTAMs available throughout the Hawaiian Islands 24 hours daily.

FAA HONOLULU AUTOMATED FLIGHT SERVICE STATION

On Oahu: 833-8440
On Neighbor Islands: 1-800-757-4469

VOICE RETRIEVAL SYSTEM MAIN MENU

Touch tone telephone only, rotary telephone users wait for Briefer.

Press 1 for a Briefer
Press 2 for the Recorded Weather

Enter Weather Route Code	
11	Synopsis of area weather
12	Weather advisories (i.e. AIRMET, SIGMET)
13	METARS
14	PIREPS
15	Forecast for Oahu
16	Route forecast Oahu - Kauai
17	Route forecast HNL - OGG via North Shore
18	Route forecast HNL - OGG via South Shore
19	Route forecast for Big Island
20	TAFS
21	Winds aloft - LIH, HNL, OGG, ITO
22	Advisory on special events/activities
23	Airspace procedures/procedural changes
24	
Press # to repeat the menu choices Press 0 to transfer to a Briefer	

Form Approved: OMB No.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FLIGHT PLAN

(FAA USE ONLY) ☐ PILOT BRIEFING ☐ VNR ☐ STOPOVER

1. TYPE	2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE/ SPECIAL EQUIPMENT	4. TRUE AIRSPEED	5. DEPARTURE POINT	6. DEPARTURE TIME		7. CRUISING ALTITUDE
VFR / IFR / DVFR			KTS		PROPOSED (Z)	ACTUAL (Z)	

8. ROUTE OF FLIGHT

9. DESTINATION (Name of airport and city)	10. EST. TIME ENROUTE		11. REMARKS
	HOURS	MINUTES	

12. FUEL ON BOARD		13. ALTERNATE AIRPORT(S)	14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE	15. NUMBER ABOARD
HOURS	MINUTES		17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)	

16. COLOR OF AIRCRAFT

CIVIL AIRCRAFT PILOTS. FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed $1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.

FAA Form 7233-1 (8-82) CLOSE VFR FLIGHT PLAN WITH__________ FSS ON ARRIVAL

PILOT-CONTROLLED AIRPORT LIGHTING

Several airports have a portion of their lighting systems controlled by radio transmissions. In all cases, 5 clicks of the microphone (without modulation) within a period of 5 seconds will result in the indicated lighting being activated for 15 minutes. The timer may be re-set at any time to a full 15 minutes by another 5 clicks within 5 seconds. Lights will automatically extinguish 15 minutes from activation.

Airport	Lights Controlled	Freq.
MKK	Runway (when tower is closed)	125.7
LNY	Runway	122.9
OGG	Approach & runway (when tower is closed)	118.7
HNM	Runway	122.9
UPP	Runway & PAPI	122.9
MUE	Runway & VASI	122.9
KOA	Runway & taxiway (when tower is closed)	120.3
LIH	Approach, runway & taxiway (when tower is closed)	118.9
ITO	Approach, runway & taxiway (when tower is closed)	118.1
JRF	Runway & taxiway (when tower is closed)	132.6

TRAFFIC ADVISORIES AT NON-TOWER AIRPORTS

The following procedures are supplemental to those described in the AIM.

At NON-UNICOM AIRPORTS –

Common Traffic Advisory Frequency (CTAF) is 122.9.

When inbound tune to 122.9 about 15 miles from the airport (if IFR when advised by the controller to change to advisory frequency. However, if two radios are available it may be advisable to monitor 122.9 even before the controller authorizes the frequency change) and listen for broadcasts from other aircraft. About five miles from the airport broadcast your position, altitude, and intentions. Follow this with appropriate announcements of your position in the traffic pattern. It is best to begin and end announcements with the phrase "(airport name) Area Traffic . . ." to alert other pilots to pertinent traffic messages.

When outbound tune to 122.9 before taxiing and listen for broadcasts from other aircraft. Then transmit your position on the airport and intentions. Follow this with an announcement before you taxi onto the active runway for takeoff.

AT UNICOM AIRPORTS –

When inbound tune to the UNICOM frequency about 15 miles from the airport and listen for other aircraft communicating with the UNICOM operator. About five miles from the airport, inform the UNICOM operator of your position, altitude and intentions.

When outbound contact the UNICOM operator on the appropriate frequency before taxiing and furnish your position on the airport and intentions.

In both cases, UNICOM operators will provide runway, wind, and, at their discretion, traffic information.

Dillingham	123.0	Kapalua	122.7

PART-TIME TOWER (when closed) –

When inbound at about 15 miles from the airport, or if IFR when advised to do so by the controller, tune to the appropriate frequency listed below, and listen for broadcasts from other aircraft. About 5 miles from the airport, broadcast your position, altitude and intentions. Follow this with announcements in the traffic pattern.

Kahului	118.7	Molokai	125.7
Lihue	118.9	Hilo	118.1
Keahole	120.3	Kalaeloa	132.6

When outbound tune to the proper frequency before taxiing and listen for other aircraft, then broadcast your position on the airport and intentions. Follow this with an announcement before you taxi onto the runway for takeoff.

HAWAII ISLAND VOLCANIC ERUPTION AREA

During eruptions in the Hawaii Volcanoes National Park area left hand elliptical traffic patterns will be established upwind of the eruption area for all aircraft. Minimum altitude is 2,000 feet above terrain. **Remain clear of smoke.** Monitor 122.9 for traffic information. Be alert for heavy tourist helicopter traffic.

KAUAI ISLAND – NAVIGATION WARNING

Electromagnetic radiation exists continuously within 2,500 feet above the S band antenna located at 22 07 N 159 40 W near Kokee NASA Telemetry Station, Kauai. Helicopters and slow speed aircraft may be exposed to direct radiation which may be harmful to individuals and equipment.

OAHU, HAWAII – HAZARD

Electromagnetic radiation will continuously exist within a 3,000 foot radius of and 3,000 feet above Kaena Point Tracking Station. Helicopters and slow speed aircraft may be exposed to direct radiation which may be harmful to personnel and equipment.

OAHU – CAUTION AREA

There are extensive hang glider operations from surface to 1,500 feet between Makapuu Point and Waimanalo Beach. Aircraft are requested to remain one mile off shore in this area.

Pilots are requested to turn on landing/taxi lights when operating within 5 miles of any airport at less than 2,000 feet AGL.

PARACHUTE JUMPING AREAS

The following tabulation lists all known jumping sites in Hawaii. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions.

Area Name	Location	Remarks
Dillingham, Oahu	310 radial, 21.5 NM, HNL VORTAC 3 NM radius 306 radial, 22.1 NM, HNL VORTAC 3NM radius	Daily. Up to 16,000 ft.
East Range/ Taro Drop Zone, Oahu	332 radial, 11.8 NM, HNL VORTAC .5 NM radius	Intermittent. Greatest activity on weekends. Military. Max altitude 12,500 ft. MSL.
Hana, Maui	095 radial, 28 NM, OGG VORTAC 2 NM radius	Effective altitude 15,000 ft.
Kanes Drop Zone, Oahu	351 radial, 22.6 NM, HNL VORTAC	Intermittent. FSS HNL. Military. Max altitude 12,500 ft. AGL.
Pokai Bay, Oahu	285 radial, 17.5 NM, HNL VORTAC .5 NM radius	Intermittent. Military training. Jumps up to 3,000 ft.
Puukapu Drop Zone, Oahu	345 radial, 22.6 NM, HNL VORTAC	Intermittent. FSS HNL. Military.

VOR RECEIVER CHECK POINTS

FAR 91 requires certain VOR equipment accuracy checks prior to flight under instrument flight rules. To comply with this requirement and to insure satisfactory operation of the airborne system, the FAA has provided pilots with the following means of checking VOR receiver accuracy:

1. VOR test facility (VOT).
2. Certified airborne check points.
3. Certified check points on the airport surface.

The VOR test facility (VOT) transmits a test signal for VOR receivers which provides users of VOR a convenient and accurate means to determine the status of their receivers. The facility is designed to provide a means of checking the accuracy of the VOR receiver while the aircraft is on the ground. The radiated test signal is used by tuning the receiver to the published frequency of the test facility (usually 111.0). With the Flight Path Deviation Indicator (FPDI–formerly known as the course deviation indicator or CDI) centered, the omni bearing selector should read 0° with the to-from indication being "from" or the OBS should read 180° with the to-from indication reading "to." Should the VOR receiver be of the automatic indicating type, the indication should be 180. The only VOT in Hawaii is at Honolulu on 111.0. Identification is a 1020 cycle tone keyed two to five times per second.

Airborne and ground check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport.

Should an error in excess of 4° be indicated through use of the ground check, or 6° using the airborne check, IFR flight should not be attempted without first correcting the source of the error.

CAUTION: No correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks.

AIRBORNE RECEIVER CHECK POINTS

Station	Radial	Dist	Location
Hilo	320	8.5 NM	Pepeekeo Lighthouse 1,000 ft.
Honolulu	322	12 NM	Intersection H2 and Wheeler AFB Rwy 6 centerline extended 1,500 ft. MSL
Maui	055	6.8 NM	Pauwela Lighthouse 1,000 ft. MSL

GROUND RECEIVER CHECKPOINTS

Station	Radial	Dist	Location
Hilo	258	2.6 NM	Runup pad South of approach end of Rwy 8
Lihue	302	0.8 NM	Runup pad West of approach end of Rwy 3
Maui	199	.6 NM	Kahului airport on runup area approach end of Rwy 2

VOR TEST FACILITIES (VOT)

Station	Freq.	Type VOT Facility
Honolulu	111.0	G

DIRECTION OF FLIGHT, VFR

In order to lessen traffic conflicts between interisland flights at or below 3,000 feet, aircraft should fly at 1,000, 2,000 or 3,000 feet MSL westbound and at 1,500, 2,500 feet MSL eastbound. It is strongly recommended that all aircraft flying interisland at or below 3,000 feet observe this procedure.

Above 3,000 feet when flying a course from zero to 179 degrees inclusive aircraft should fly at ODD thousands plus 500 feet. On a course from 180 degrees through 359 degrees aircraft should fly at EVEN thousands plus 500 feet.

SECURITY AT AIR CARRIER AIRPORTS

FAR 107 requires that airports served by certificated airlines be fenced and the gates be kept locked. At each such airport a gate with combination should be noted near the lock on the airport operation area side of the fence.

TRANSPONDER AND ELT

The recommended transponder code for VFR flight is 1200. Squawk 7700 for emergencies. For communication failure squawk 7600.

Be sure that the aircraft ELT is armed before each flight. Be sure that batteries are installed and are current. Listen on 121.5 prior to engine shutdown to ensure an ELT is not activated.

COMMONLY USED FREQUENCIES

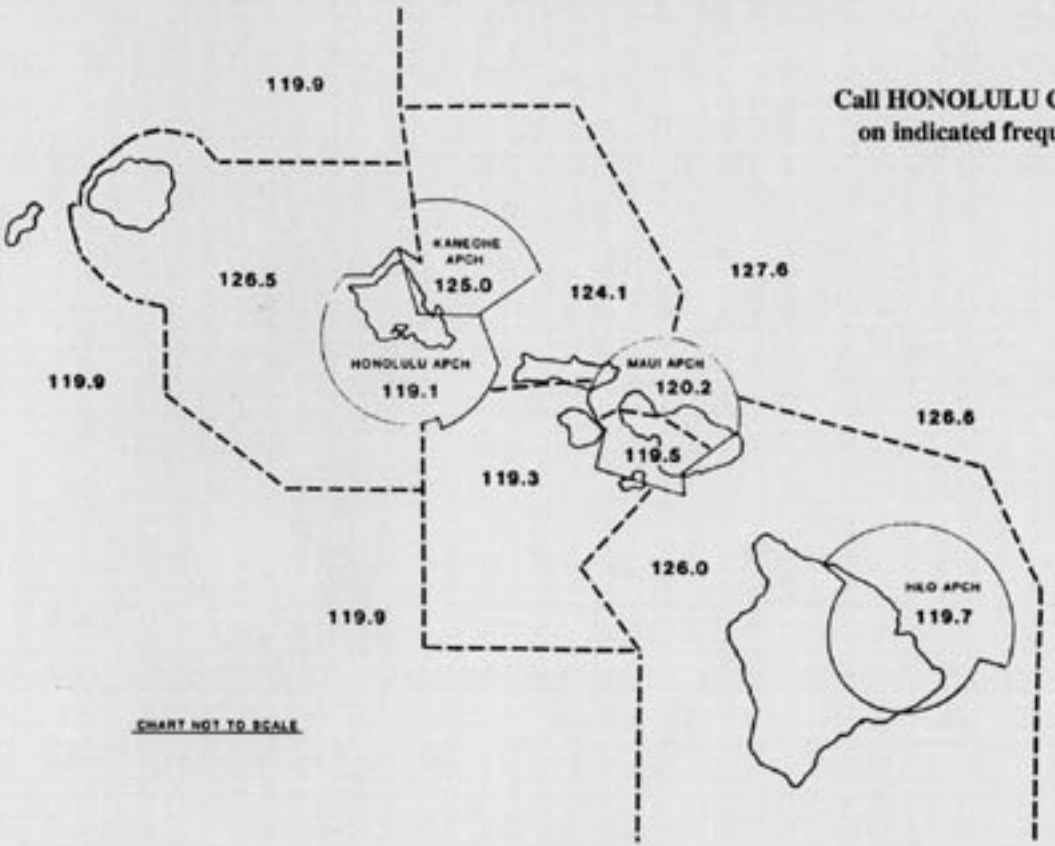
Airport	ATIS	CLR DEL / GRD CTL	TWR	DEP / APP	FSS	Center	VOR	ILS	NDB	Unicom**
Port Allen					122.6					122.9
Lihue	127.2		118.9	126.5 / 126.5	122.6	126.5	113.5	110.9		
Princeville					122.3					122.9
Dillingham					122.6	126.5				123.0
Wheeler			126.3		122.6				373	
Kaneohe		125.0	120.7		122.2	119.3			265	
Kalaeloa	119.8	121.7 / 123.8	132.6	118.3	122.6	119.3	114.8		242	
Honolulu	127.9	121.4 / 121.9	118.1	118.3+ / 119.1	122.6	119.3	114.8	110.5	242	123.3
Molokai	128.2		125.7	124.1 / 124.1	122.R	124.1	116.1			
Kalaupapa					122.R	124.1				122.9
Kapalua					123.6	119.3				122.7
Kahului	128.6	120.6 / 121.9	118.7	120.2* / 120.2*	123.6	119.3	115.1	110.1	327	122.95
Hana					122.3					122.9
Lanai				119.3 / 119.3	123.1R	119.3	117.7		353	122.9
Upolu					122.1R	126.0	112.3			122.9
Waimea-Kohala					122.1R	126.0	113.3			122.9
Kona	127.4	121.9 / —	120.3	126.0 / 126.0	123.1R	126.0	115.7	109.7		
Bradshaw	124.7		126.3	126.0 / 126.0	122.1R	126.0			339	
Hilo	126.4	— / 121.9	118.1	119.7 / 119.7	122.6	126.0	116.9	110.7		

EMERGENCY 121.5
Listen on most VORs
and call on 122.1

\+ Departure control East 124.8
West 118.3

* = 120.2 North and 119.5 South
** = Unicom or CTAF multicom

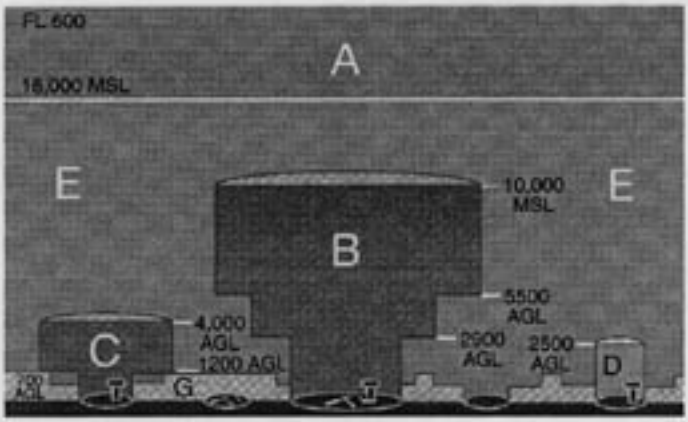
ENROUTE VFR RADAR ADVISORY FREQUENCIES



RADIO NAVIGATIONAL AIDS BY IDENT

Ident	Name	Freq / Chan
BSF	Bradshaw (NDB)	339
CKH	Koko Head (VORTAC)	113.9 / 86
HHI	Wheeler (NDB)	373
HN	Ewabe (NDB)	242
HNL	Honolulu (VORTAC)	114.8 / 95
IAI	Kona (VORTAC)	115.7 / 104
ITO	Hilo (VORTAC)	116.9 / 116
LIH	Lihue (VORTAC)	113.5 / 82
LLD	Lanai (NDB)	353
LNY	Lanai (VORTAC)	117.7 / 124
MKK	Molokai (VORTAC)	116.1 / 108
MUE	Kamuela (VOR)	113.3 / 80
NGF	Kaneohe Bay (NDB)	265
OGG	Maui (VORTAC)	114.3 / 90
POA	Pahoa (NDB)	332
SOK	South Kauai (VORTAC)	115.1 / 101
UPP	Upolu Point (VORTAC)	112.3 / 70
VYI	Valley Island (NDB)	327

AIRSPACE CLASSIFICATION



Airspace Features	CLASS A	CLASS B	CLASS C	CLASS D	CLASS E	CLASS G
Operations Permitted	IFR	IFR and VFR	IFR and VFR	IFR and VFR	IFR and VFR	IFR and VFR
Entry Prerequisites	ATC Clearance	ATC Clearance	ATC Clearance for IFR, Radio contact for all IFR/VFR	ATC Clearance for IFR, Radio contact for all IFR/VFR	ATC Clearance For IFR, Radio contact for all IFR	None
Minimum Pilot Qualifications	Instrument Rating	Private or Student Certificate	Student Certificate	Student Certificate	Student Certificate	Student Certificate
Two-way Radio Communications	Yes	Yes	Yes	Yes	Yes for IFR	No
VFR Minimum Visibility	N/A	3 statute miles	3 statute miles	3 statute miles	*3 statute miles	***1 statute mile
VFR Minimum Distance from Clouds	N/A	Clear of clouds	500' below, 1,000' above, and 2,000' horizontal	500' below, 1,000' above, and 2,000' horizontal	**500' below, 1,000' above, and 2,000' horizontal	****500' below, 1,000' above and 2,000' horizontal
Aircraft Separations	All	All	IFR, SVFR, and runway ops	IFR, SVFR and runway ops	IFR and SVFR	None
Conflict Resolution	N/A	N/A	Between IFR and VFR ops	No	No	No
Traffic Advisories	N/A	N/A	Yes	Workload permitting	Workload permitting	Workload permitting
Safety Advisories	Yes	Yes	Yes	Yes	Yes	Yes

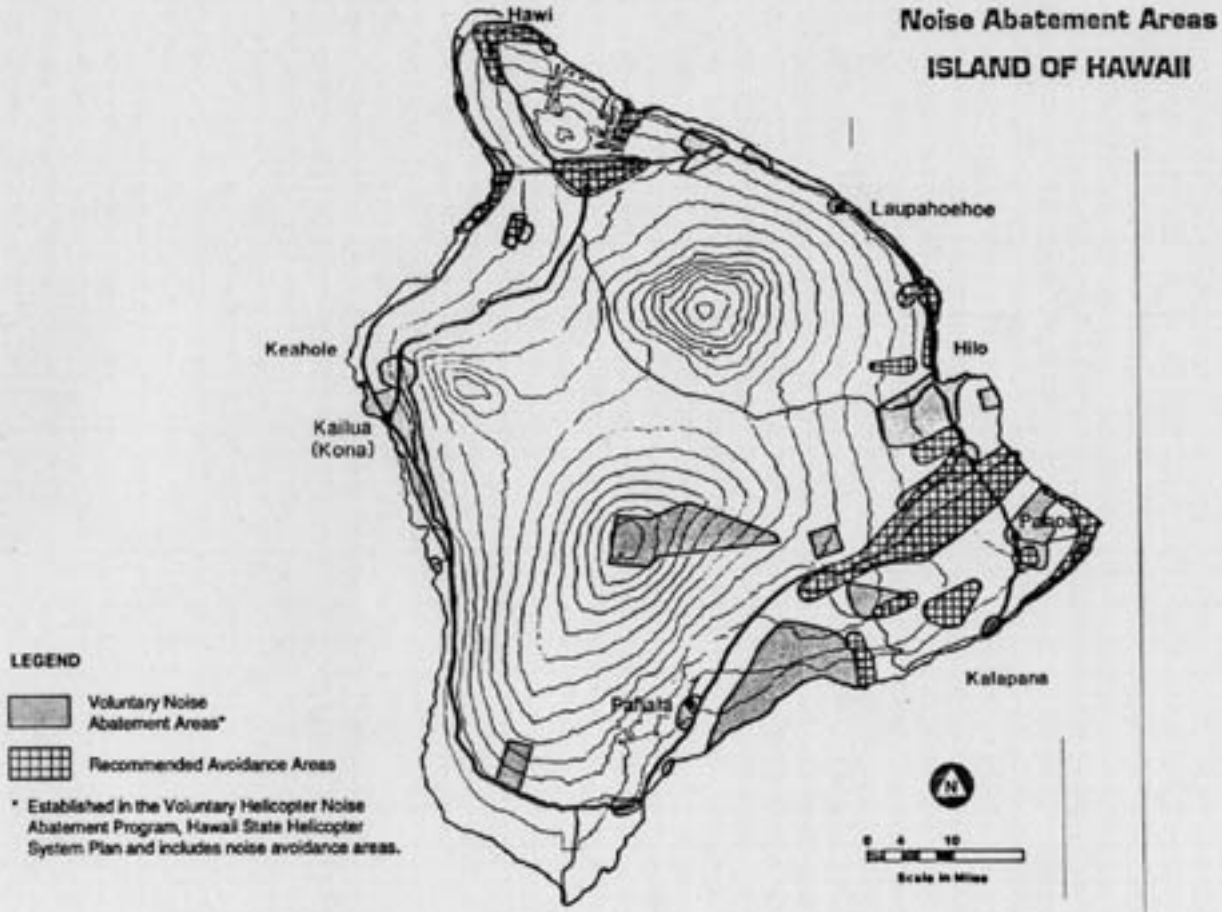
* Operation at or above 10,000' MSL - 5 statute miles.
** Operation at or above 10,000' MSL - 1,000' below, 1,000 above, 1 statute mile horizontal.
*** Night operation below 10,000' MSL - 3 statute miles.
**** Operations more than 1,200' AGL, but less than 10,000' MSL; operations at or above 10,000'MSL - 1,000' above, 1,000' below, 1 statute mile horizontal.

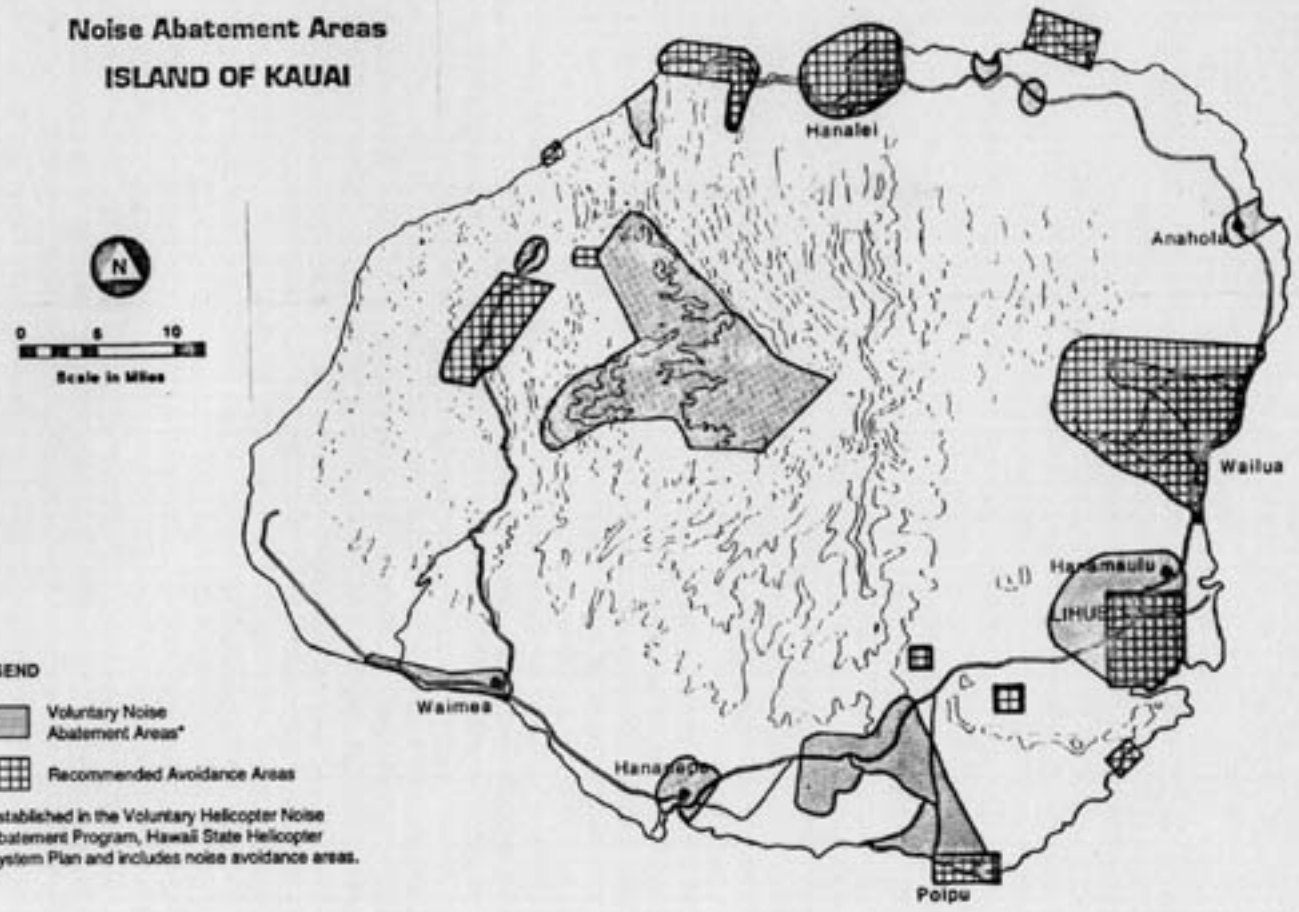
AIRCRAFT NOISE

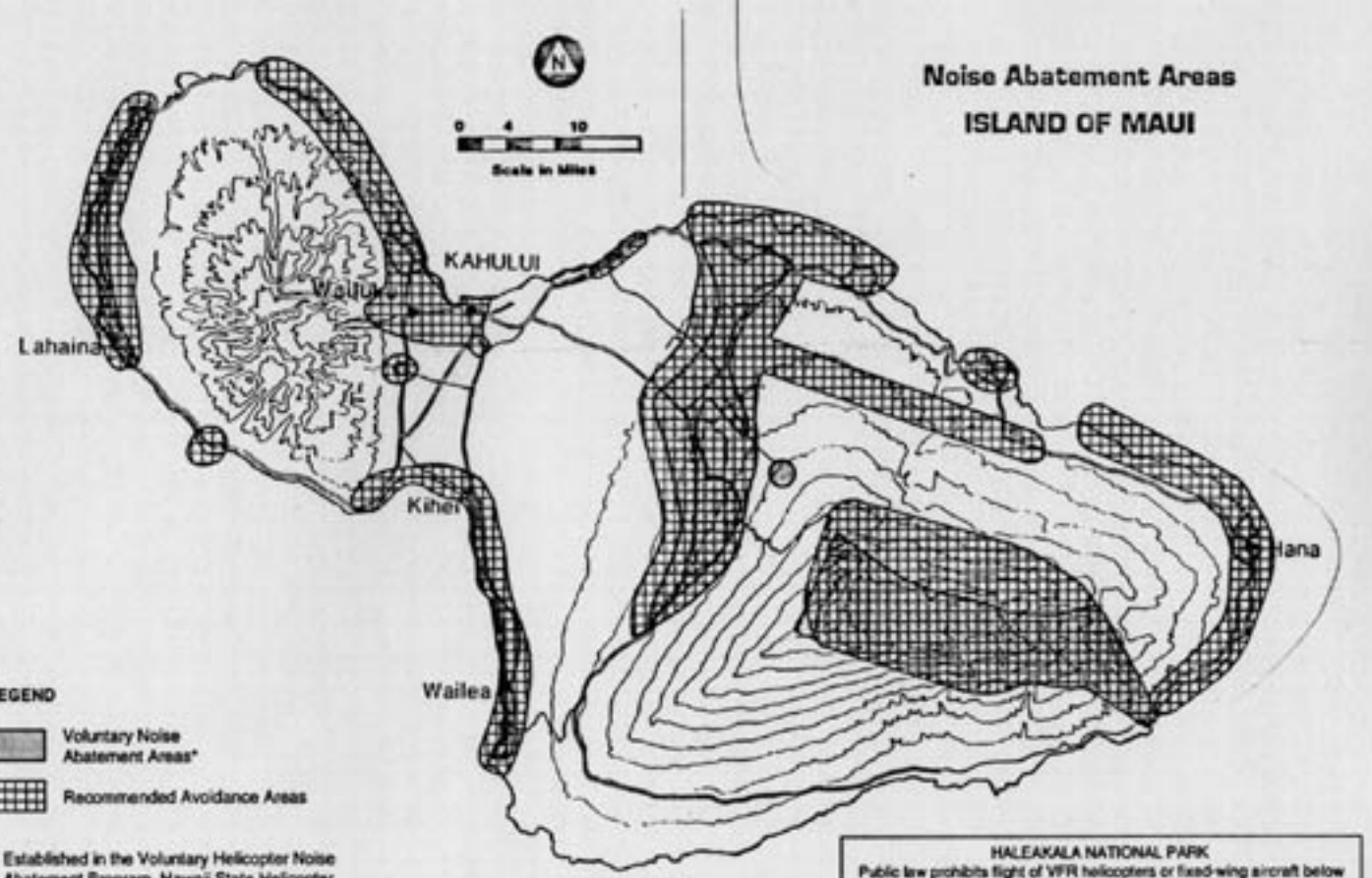
Aircraft noise is an increasingly sensitive issue, particularly in the Hawaiian Islands. Specific noise-abatement procedures have been developed for Kahului (OGG) and Hilo (ITO) airports and are included with the listing for each airport. However, **most airports are near noise-sensitive areas**, and extra caution is requested of pilots in minimizing the noise signature of their operations. Pilots should avoid overflying populated areas wherever possible, and, if overflight is unavoidable, should **use the highest altitude practical.** If altitude is restricted due to arrival/departure procedures or cloud clearance, then pilots should **consider using reduced power settings, consistent with safe operations.** Sensitivity to noise extends beyond residential and other populated areas. Pilots should also use caution to minimize noise impact on wilderness areas by considerate use of altitude and power settings, where feasible.

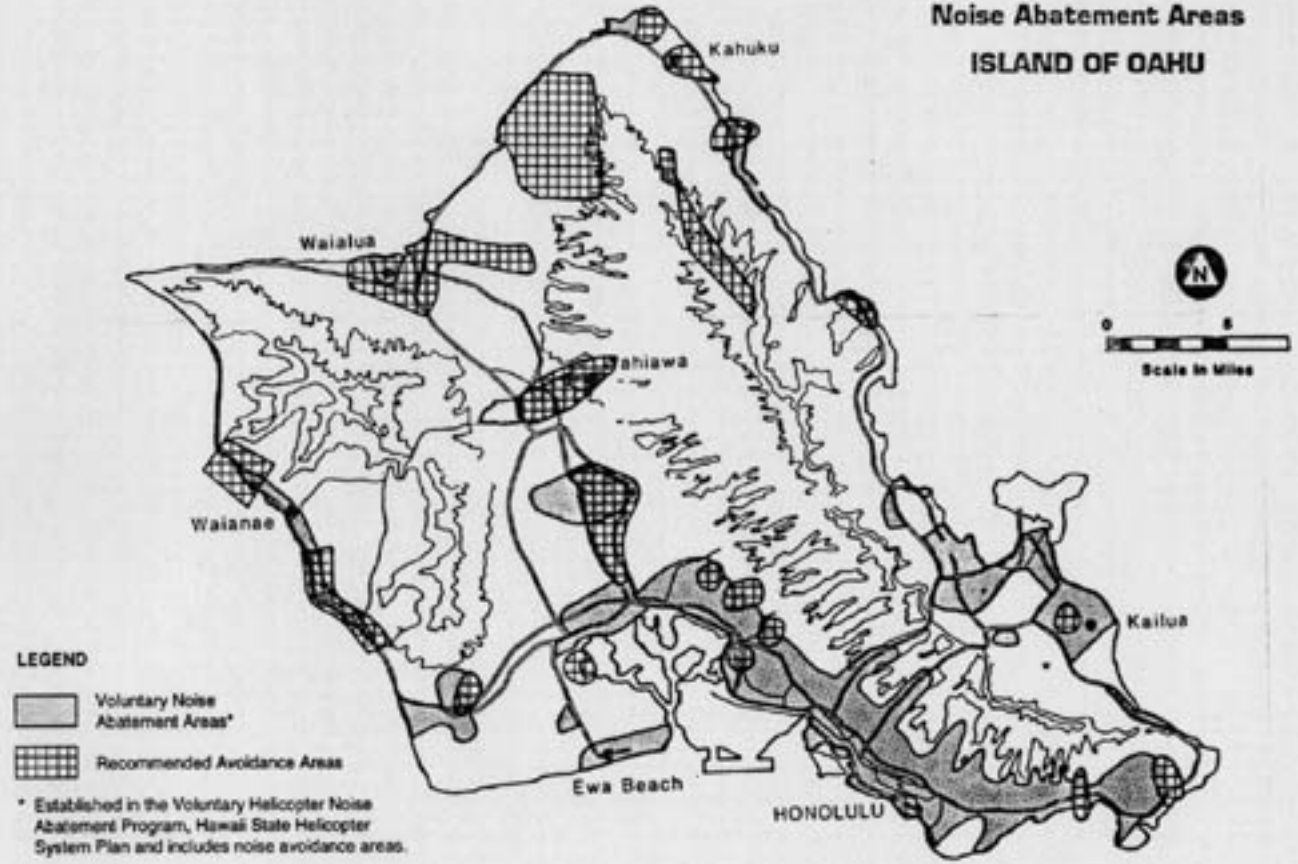
AVOID NOISE SENSITIVE AREAS AND FLY USING ROUTES AROUND POPULATED AREAS

FLYING AT 1,500' AGL REDUCES NOISE COMPLAINTS


Noise Abatement Areas
ISLAND OF HAWAII
Hawi
Laupahoehoe
Keahole
Hilo
Kailua
(Kona)
Pahoa
Kalapana
Pahala
LEGEND
Voluntary Noise Abatement Areas*
Recommended Avoidance Areas
* Established in the Voluntary Helicopter Noise Abatement Program, Hawaii State Helicopter System Plan and includes noise avoidance areas.
N
0 4 10
Scale in Miles


Noise Abatement Areas
ISLAND OF KAUAI
N
0
5
10
Scale in Miles
LEGEND
Voluntary Noise Abatement Areas*
Recommended Avoidance Areas
* Established in the Voluntary Helicopter Noise Abatement Program, Hawaii State Helicopter System Plan and includes noise avoidance areas.
Hanalei
Anahola
Wailua
Hanamaulu
LIHUE
Waimea
Hanapepe
Poipu


Noise Abatement Areas
ISLAND OF MAUI
N
0 4 10
Scale in Miles
KAHULUI
Wailuku
Lahaina
Kihei
Wailea
Hana
LEGEND
Voluntary Noise Abatement Areas*
Recommended Avoidance Areas
* Established in the Voluntary Helicopter Noise Abatement Program, Hawaii State Helicopter System Plan and includes noise avoidance areas.
HALEAKALA NATIONAL PARK
Public law prohibits flight of VFR helicopters or fixed-wing aircraft below 9500 feet MSL over the following areas in Haleakala National Park: Haleakala Crater, Crater Cabins, the Scientific Research Reserve, Halemanu Trail, Kaupo Gap Trail or any designated tourist viewpoint.


Noise Abatement Areas
ISLAND OF OAHU
Kahuku
Waialua
Wahiawa
Waianae
Kailua
Ewa Beach
HONOLULU
N
0
5
Scale in Miles
LEGEND
Voluntary Noise Abatement Areas*
Recommended Avoidance Areas
* Established in the Voluntary Helicopter Noise Abatement Program, Hawaii State Helicopter System Plan and includes noise avoidance areas.

HAWAII COUNTY AIRPORTS

Airport District Manager (ITO, KOA, MUE, UPP)
P.O. Box 1660, Kailua-Kona, HI 96740

HILO INTERNATIONAL AIRPORT (ITO), Hilo, Hawaii

Manager ..... Telephone Hawaii 934-5801
Latitude ..... 19 43.2 N
Longitude ..... 155 02.9 W
From City ..... 2 miles E of Hilo
Airport Area ..... 1,007 Acres

Airfield:

Elevation ..... 38' MSL
Runways ..... 8-26 (Width 150'; Length 9,800' Paved)
3-21 (Width 150'; Length 5,600' Paved)
Lights ..... Beacon, obstruction, taxiway, wind sock, runway, VASI, ODALS Rwy 8, VASI, MALSR Rwy 26, VASI, REIL Rwy 3

Communications and Navigational Aids:

Control Tower ..... Hilo Tower (0600-2200L)
Frequencies ..... ATIS: 126.4 (0600-2200L)
GND: 121.9 (0600-2200L)
TWR/CTAF 118.1
APP/DEP: 119.7/118.7
VORTAC 116.9 ITO Chan 116, 2.1 nm from field
Navaids ..... ILS/DME110.7 I-ITO Chan 44

Airspace:

Class D service effective 0600-2200L other times Class E

Traffic Pattern Altitude:

Small Aircraft 800' MSL
Large Aircraft 1,500' MSL
or as directed by ATC

(continued on next page)

Remarks:

Services..... Fuel 100 Oct, Jet-A, minor maint

Fuel:

Air Service – (808) 961-6601, UNICOM 128.95 (Jet-A, AvGas - 100 octane)

Bradley Pacific – (808) 934-7757, UNICOM 130.8 (Jet-A)

Century Aviation – (808) 935-6122, UNICOM 122.95 (Jet-A)

Meals & Transportation..... Restaurant, taxi, car rental

Crash/Fire ..... FAR 139 Index C, 24 hours

No jet operations on Rwys 3-21 between 1800-0600L.

Rwy Ø3-21: Max auth landing weight: S-120, D-200, DT-360.

Rwy Ø8-26: Max auth landing weight: S-115, D-185, DT-350.

Rwy and approach light radio controlled when tower closed 118.1.

Transient parking at West Ramp. Operators of large aircraft should make prior arrangements with Airport Manager.

PPR from Airport Manager for transportation of Class A and B explosives, and hazardous materials in and out of ITO.

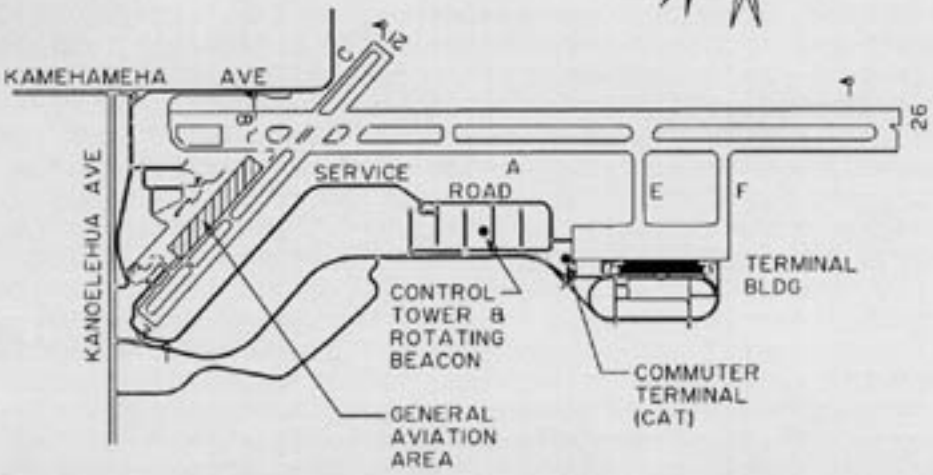
Avoid routes over Hawaiian Acres, Puna and Kurtistown areas.

Flights at 1,500' AGL significantly reduces noise complaints.

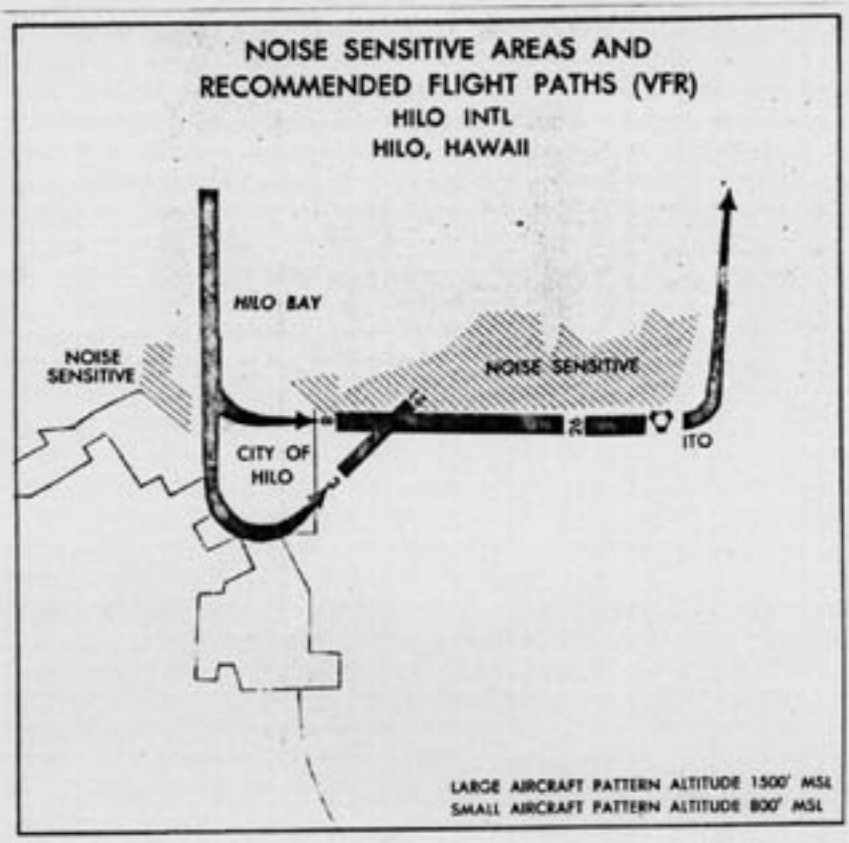
CAUTION: High volume traffic SSE of airport tours of volcano areas.

SMALL AIRCRAFT 800' MSL
LARGE AIRCRAFT 1,500' MSL
or as directed by ATC

TWR / CTAF 118.1



HILO INTERNATIONAL AIRPORT
HAWAII

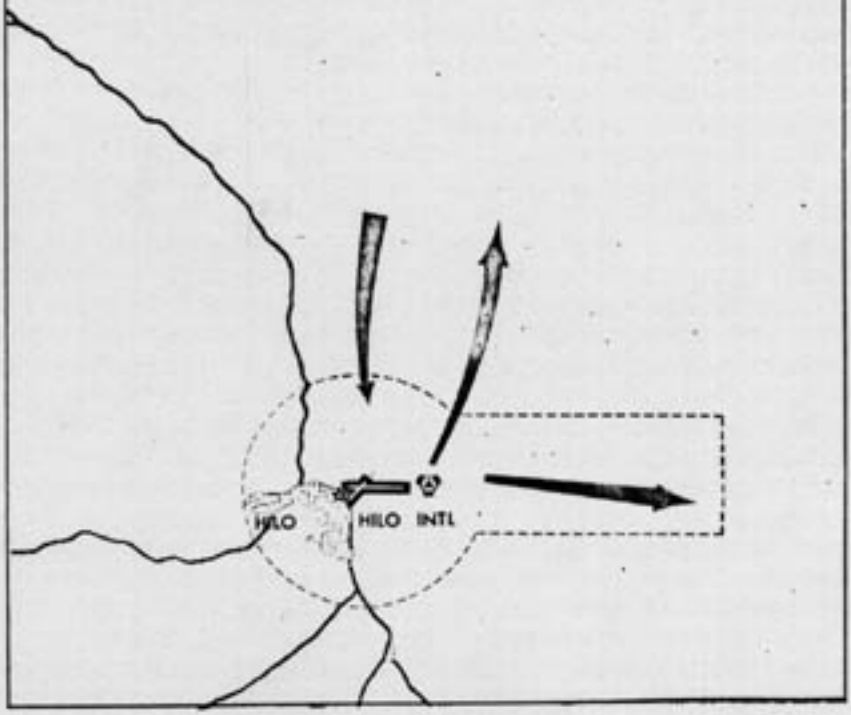

NOISE SENSITIVE AREAS AND
RECOMMENDED FLIGHT PATHS (VFR)
HILO INTL
HILO, HAWAII
HILO BAY
NOISE SENSITIVE
NOISE SENSITIVE
CITY OF HILO
ITO
LARGE AIRCRAFT PATTERN ALTITUDE 1500' MSL
SMALL AIRCRAFT PATTERN ALTITUDE 800' MSL

ITO

HILO INTL, HILO

Depicted on this chart are the most heavily traveled routes for high performance aircraft arriving and departing Hilo Intl., Hilo, Hawaii.

General aviation pilots flying VFR should be extra alert in these areas. Contact Hilo Approach Control on frequency 119.7 for traffic advisories.



ITO

KONA INTERNATIONAL AIRPORT (KOA), Keahole, Hawaii

Manager	Telephone Hawaii 329-2484
Latitude	19 44.33 N
Longitude	156 02.74 W
From City	7.2 miles NW of Kailua
Airport Area	2,700 Acres

Airfield:

Elevation	47' MSL
Runway	17-35 (Width 150'; Length 11,000' Paved)
Lights	Beacon, obstruction, runway, PAPI MALSR Rwy 17 PAPI Rwy 35

Communications and Navigational Aids:

Control Tower	Kona Tower	(0600-2000L)
Frequencies	ATIS: 127.4	(0600-2000L)
	Ground: 121.9	(0600-2000L)
	TWR/CTAF 120.3	
	KONA RCO 121.1R, 115.7R	
Navaids	VORTAC 115.7 IAI Chan 104, 5.2 nm from field	
	ILS/DME 109.7 I-KOA Chan 34	

Airspace: Class D service effective 0600-2000L other times Class G

Traffic Pattern Altitude:

Small Aircraft 800' MSL
Large Aircraft 1,500' MSL

(continued on next page)

Remarks:

Services..... Fuel 100 Oct, Jet-A, minor maint

Fuel:

Air Service – (808) 334-0699, UNICOM 128.95 (Jet-A)
Bradley Pacific – (808) 329-4682, 329-3166, UNICOM 130.8 (Jet-A)
Century Aviation – (808) 329-8707, UNICOM 122.95 (Jet-A), AvGas - 100 octane)
Circle Rainbow Aviation (808) 329-6966, UNICOM 130.0 (Jet-A)

Meals & Transportation..... Restaurant, taxi, car rental

Crash/Fire ..... FAR 139 Index D, 24 hours

Runway/taxiway lights pilot radio controlled when tower closed.

Taxiway lights radio-controlled after tower closed 120.3, 5 clicks.

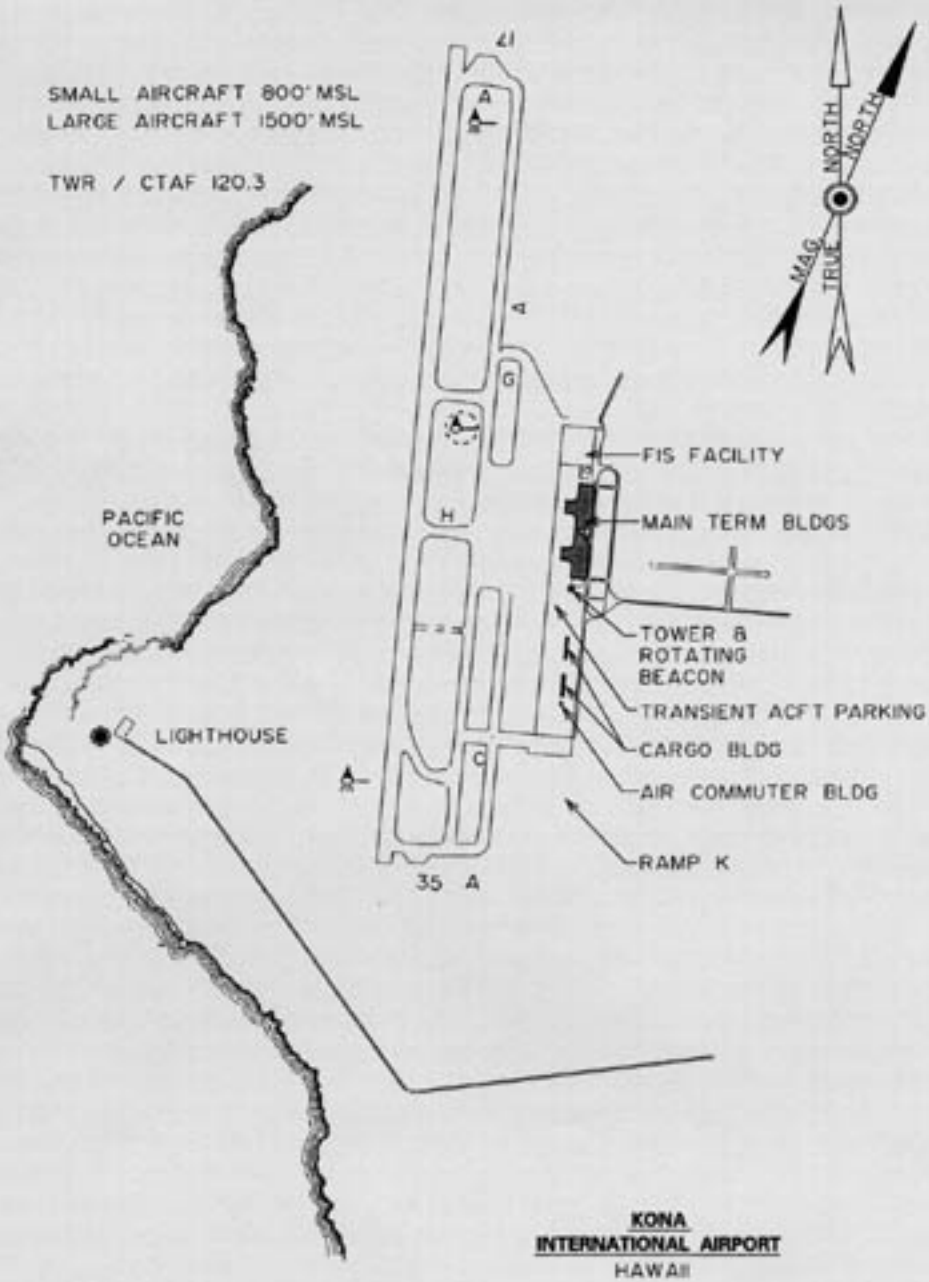
Aircraft parking west of control tower restricted to 30,000 lbs.

PPR from Airport Manager for transportation of Class A and B explosives, and hazardous materials in and out of KOA.

Maximum Authorized Landing Weight: S-75, D-200, DT-400, DDT-850.

Fuel 122.95.

Mid-air collision potential is high between the 295 and 330 degree radials of the Kona VORTAC out to 20 nm DME. Radar advisories from HNL Center on 126.0 are advised.

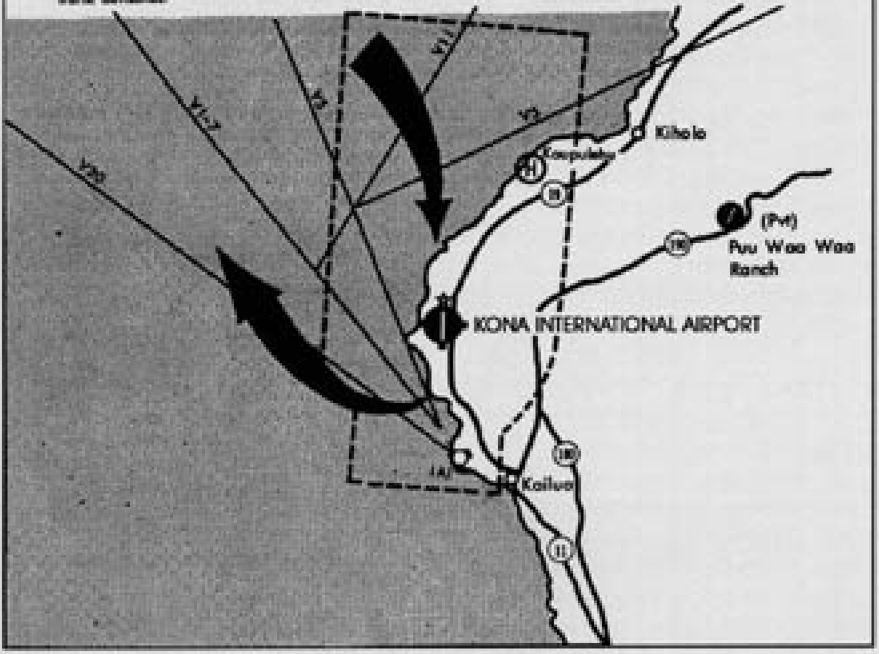


KONA INTERNATIONAL AIRPORT
HAWAII

KONA INTERNATIONAL AIRPORT, Keahole, Hawaii

Depicted on this chart are the most heavily traveled routes for high performance aircraft arriving and departing Keahole Airport, Kona, Hawaii.

General Aviation pilots flying VFR should be extra alert in these areas. Contact Kona Tower on frequency 120.3 for traffic advisories.



KOA

WAIMEA-KOHALA AIRPORT (MUE), Kamuela, Hawaii

Attendant ..... Telephone Hawaii 885-4520 (0730-1615L)
Latitude..... 20 00.1 N
Longitude..... 155 40.1 W
From City..... 1.2 miles SSW of Kamuela
Airport Area..... 90 Acres

Airfield:
Elevation..... 2,671' MSL
Runway..... 4-22 (Width 100'; Length 5,197' Paved)
Lights..... Beacon, obstruction, windsock, MIRL, VASI, REIL Rwy 4-22

Communications and Navigational Aids:
Control Tower ..... None
Frequencies..... CTAF: 122.9
FSS: 122.2, 122.6, 123.6 MUE 113.3 (122.1R)
Navaid..... VOR/DME MUE: 113.3 Chan 80 on field

Airspace: Class E service M-F 0800-1800L other times Class G

Traffic Pattern Altitude:
Small Aircraft 3,500' MSL
Large Aircraft 4,200' MSL

Remarks:
Services..... None

Meals & Transportation..... None (transportation by prior arrangement)

Crash/Fire ..... One vehicle, 100 gal

"RON" pilots park aircraft in designated area and use gate SW of firehouse.

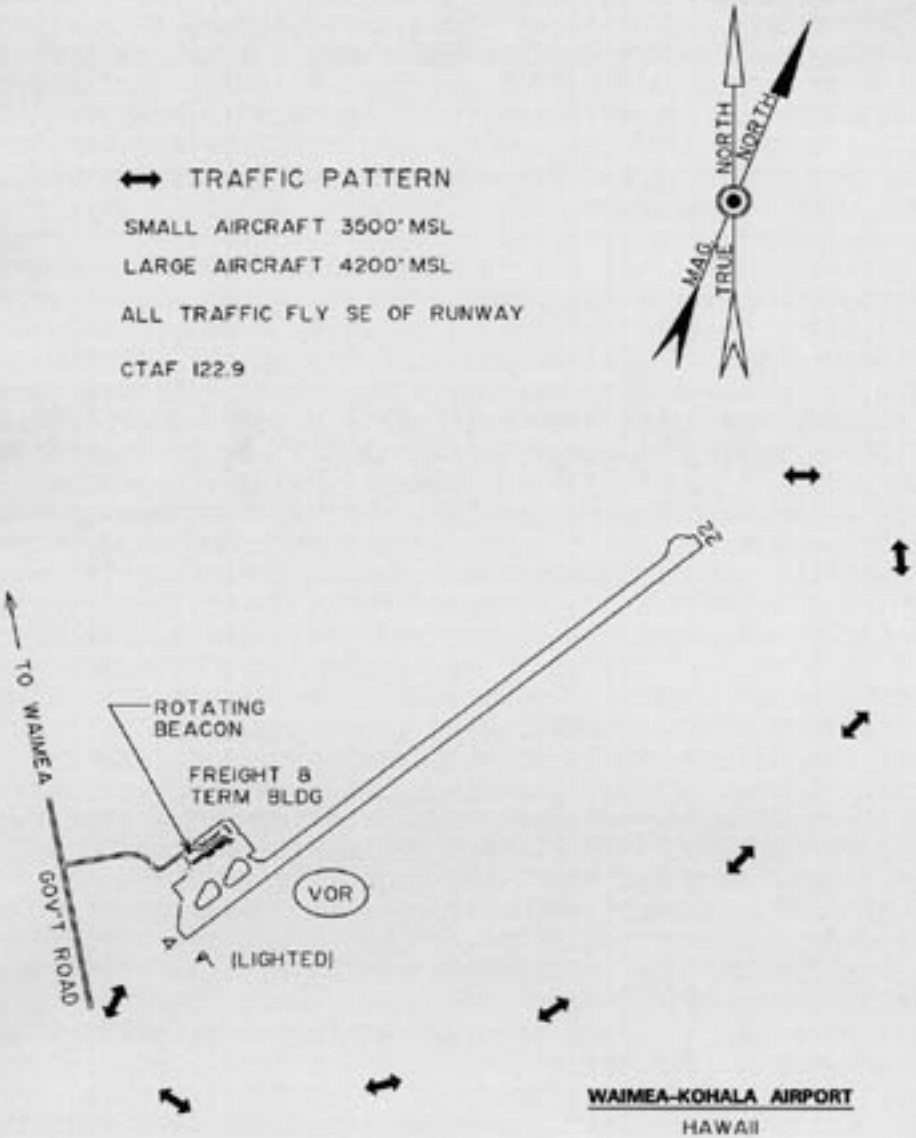
High tension wires 1,000' from approach end of Rwy 4.

PPR for transient parking.

PPR from Airport Manager (telephone 808-329-2484) for transportation of Class A and B explosives and hazardous materials in and out of MUE.

Keep traffic pattern SE of Rwy.

Maximum Authorized Landing Weight: S-55, D-90, DT-150.


TRAFFIC PATTERN
SMALL AIRCRAFT 3500' MSL
LARGE AIRCRAFT 4200' MSL
ALL TRAFFIC FLY SE OF RUNWAY
CTAF 122.9
NORTH
NORTH
MAG
TRUE
22
TO WAIMEA
ROTATING BEACON
FREIGHT & TERM BLDG
VOR
GOV'T ROAD
A (LIGHTED)
WAIMEA-KOHALA AIRPORT
HAWAII

UPOLU AIRPORT (UPP), Hawi, Hawaii

Attendant ..... T-Th (0730-1445L)
Latitude ..... 20 15.9 N
Longitude ..... 155 51.6 W
From City ..... 3 miles NW of Hawi
Airport Area ..... 82 Acres

Airfield:
Elevation ..... 96' MSL
Runway ..... 7-25 (Width 75'; Length 3,800' Paved)
Lights ..... Runway, beacon, wind sock, PAPI Rwys 7-25

Communications and Navigational Aids:
Control Tower ..... None
Frequencies ..... CTAF: 122.9
FSS: 123.6, UPP: 112.3T (122.1R)
Navaid ..... VORTAC 112.3 UPP Chan 70 4 nm to field

Airspace: Class G

Traffic Pattern Altitude:
Small Aircraft 800' MSL
Large Aircraft 1,500' MSL

Remarks:
Services ..... None

Meals & Transportation ..... None

Crash/Fire ..... None

Runway lights radio-controlled by five clicks on 122.9.

No standby power for lights.

PPR for transient parking call (808) 329-2484.

PPR from Airport Manager (telephone 808-329-2484) for transportation of Class A and B explosives and hazardous materials in and out of UPP.

Maximum Authorized Landing Weight: S-30.

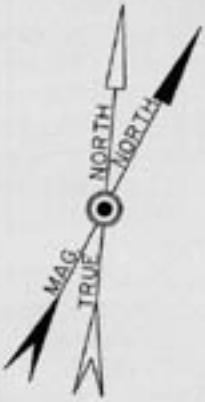
↔ TRAFFIC PATTERN

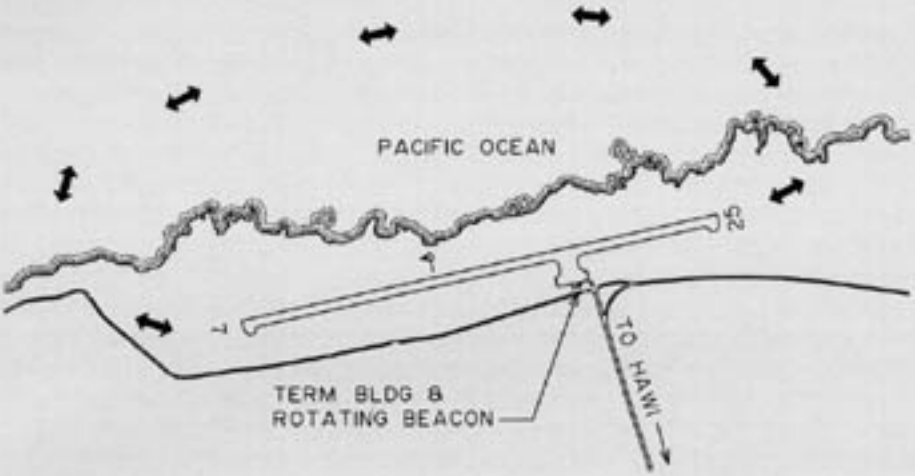
SMALL AIRCRAFT 800' MSL

LARGE AIRCRAFT 1500' MSL

ALL TRAFFIC FLY NORTH OF RUNWAY

CTAF 122.9





UPOLU AIRPORT
HAWAII

KAUAI COUNTY AIRPORTS

Airport District Manager (LIH, PAK, HIØ1)
3901 Mokulele Loop, Box 6, Lihue, HI 96766

LIHUE AIRPORT (LIH), Lihue, Kauai

Manager ..... Telephone Lihue 246-1400
District Manager ..... (PAK, LIH & HIØ1)
3901 Mokulele Loop, Box 6, Lihue, HI 96766
Latitude ..... 21 58.6 N
Longitude ..... 159 20.3 W
From City ..... 1.5 miles E of Lihue
Airport Area ..... 879 Acres

Airfield:
Elevation ..... 153' MSL
Runways ..... 3-21 (Width 150'; Length 6,500' Paved)
17-35 (Width 150'; Length 6,500' Paved)
Lights ..... Beacon, obstruction, runway, taxiway,
RWY 3-21 - MIRL
RWY 3 - PAPI, REIL
RWY 21 - VASI, REIL
RWY 17-35 - HIRL
RWY 17 - PAPI, REIL
RWY 35 - PAPI, MALSR

Communications and Navigational Aids:
Control Tower ..... Lihue Tower (0600-2100L)
Frequencies ..... TWR/CTAF 118.9
Helicopters: 128.4 (0600-2100L)
ATIS: 127.2 (0600-2100L)
Ground: 121.9 (0600-2100L)
RCO: 122.6, 113.5T, 122.1R (HNL FSS)
Navaids ..... VORTAC 113.5 LIH Chan 82 on field
ILS/DME 110.9 I-ILH Chan 46

Airspace: Class D service effective 0600-2100L other times Class E

Traffic Pattern Altitude:
Single Engine 1,000' MSL
Multi Engine 1,500' MSL

(continued on next page)

Remarks:

Services..... Fuel 100 Oct, Jet-A

Fuel:

Air Service – (808) 246-0016, UNICOM 128.95 (Jet-A)
Bradley Pacific – (808) 245-7440, UNICOM 130.8 (Jet-A)
Century Aviation – (808) 246-9074, UNICOM 122.95 (Jet-A)
Circle Rainbow Aviation – (808) 246-0327, UNICOM 130.0 (Jet-A)
Fly Kauai/Kumulani Air – (808) 246-9123 (AvGas-100 octane)

Meals & Transportation..... Restaurant, taxi, car rental, limousine

Crash/Fire ..... FAR 139 Index C, 24 hours

Transient parking limited, contact Airport Manager for extended stay.

Honolulu FSS TF 1-800-757-4469.

Procedures:

- Observe preferredVFR routings to avoid IFR traffic.
- VFR aircraft inbound to Lihue from the east contact Honolulu Center 126.5 by mid-channel.
- VFR aircraft departing Lihue via runway 3/35 eastbound, fly outbound on or north of LIH 105 degree radial until 25 miles east.
- **CAUTION:** Extensive helicopter traffic and birds in vicinity of the airport. Report all bird strikes to Animal Damage Control at (808) 246-1432.
- Maximum Authorized Landing Weight:

	RWY 3-21	RWY 17-35
S	75	75
D	200	175
DT	350	250
DC-10-10		340
DC-10-30		430
DDT	730	630

Informal Runway Use Program in effect. Refer to Pacific Chart Supplement.

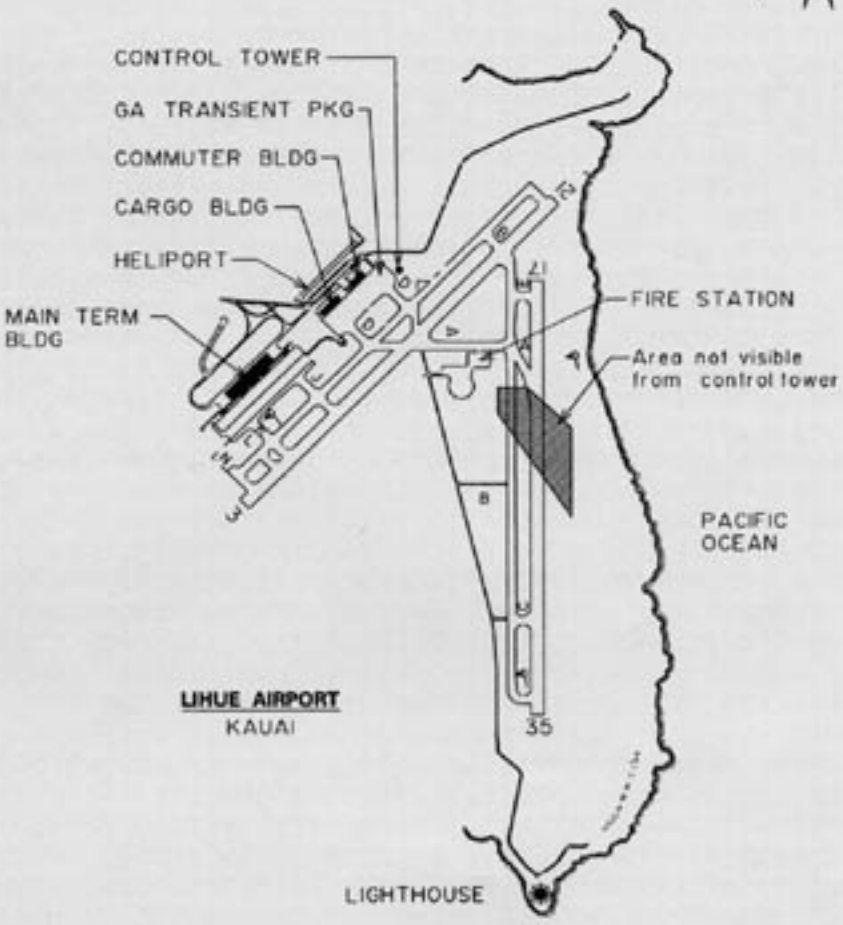
- *WARNING: Intersection departures from taxiway "D" on Rwy 17-35 is not authorized*

CAUTION: EXTENSIVE HELICOPTER TRAFFIC
AND BIRDS IN VICINITY OF AIRPORT

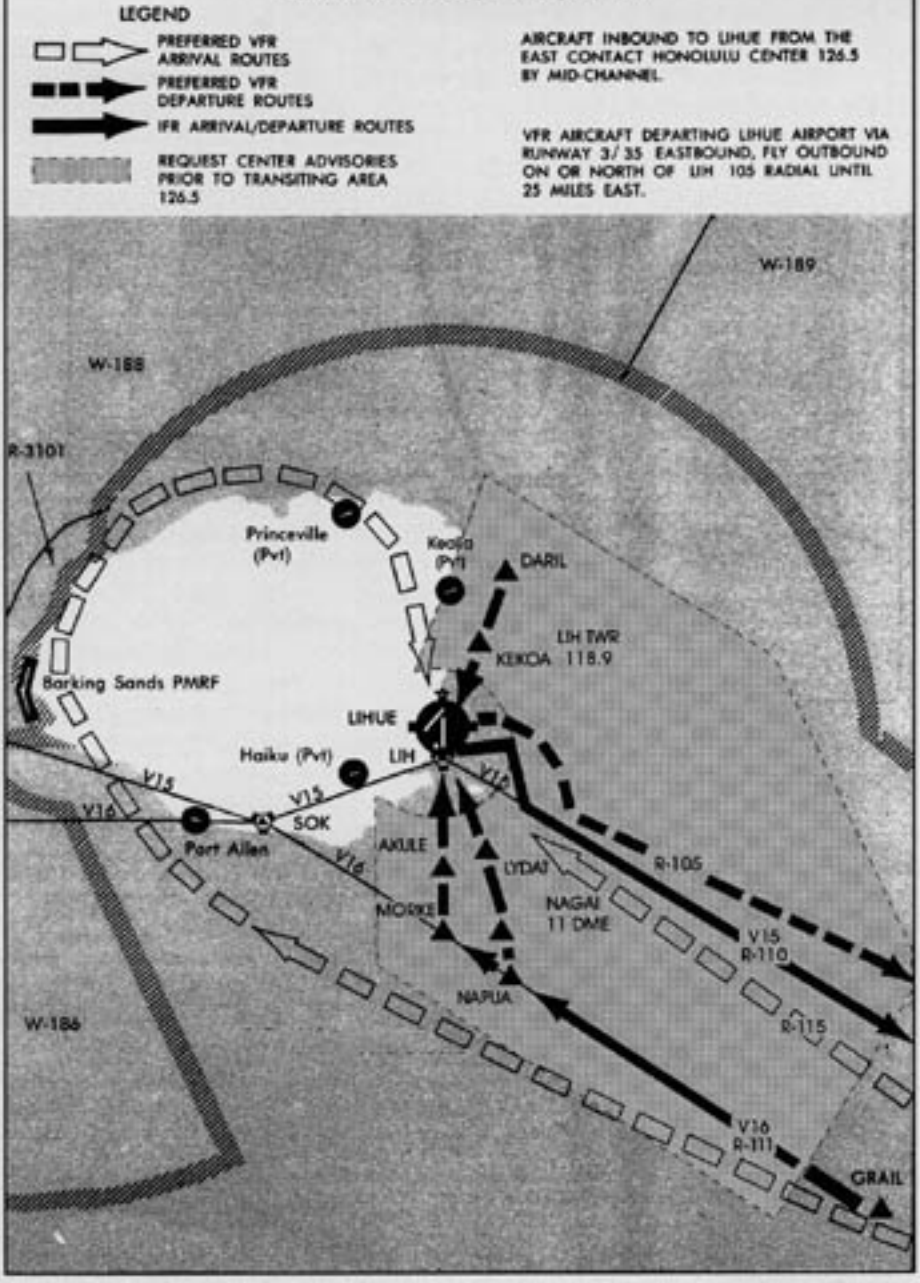
SINGLE ENG AIRCRAFT 1000' MSL

MULTI ENG AIRCRAFT 1500' MSL

TWR / CTAF 118.9



PREFERRED VFR ROUTING
LIHUE AIRPORT, LIHUE, KAUAI



LIH

PORT ALLEN AIRPORT (PAK), Hanapepe, Kauai

Manager (unattended)..... Telephone Lihue 246-1400
District Manager..... (PAK, LIH & HIØ1)
3901 Mokulele Loop, Box 6,
Lihue, HI 96766
Latitude..... 21 53.8 N
Longitude..... 159 36.2 W
From City..... 1 mile SW of Hanapepe
Airport Area..... 179 Acres

Airfield:
Elevation..... 24' MSL
Runways..... 9-27 (Width 60'; Length 2,450' Paved)
Lights..... None

Communications and Navigational Aids:
Control Tower..... None
Frequencies..... CTAF: 122.9
LIH RCO 122.6, 122.1R, 113.57
Navaids..... VORTAC 115.4 SOK Chan 101
4.2 nm from airport

Airspace: Class G

Traffic Pattern Altitude:
800' MSL

Remarks:
Services..... None

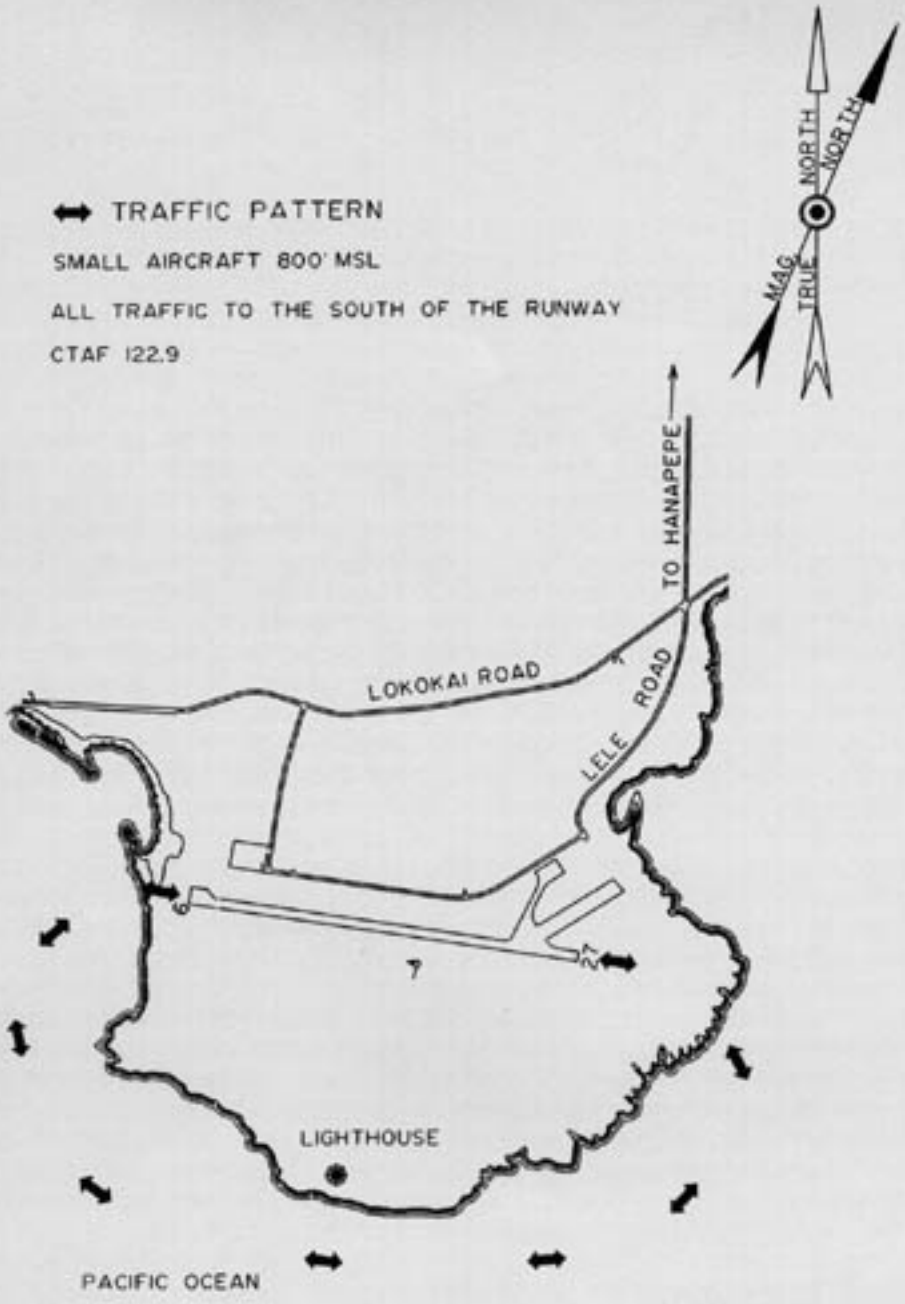
Meals & Transportation..... None

Crash/Fire..... None

Helicopter & Glider Traffic.

Airport restricted by owner to aircraft weighing less than 12,500 lbs.

Maximum Authorized Landing Weight: S-18.



PORT ALLEN AIRPORT 44

PAK

PRINCEVILLE AIRPORT (HIØ1), Princeville, Kauai (Private)

Manager (unattended) ..... Telephone 826-3040
Manager ..... Princeville Corporation
P.O. Box 3040
Princeville, HI 96722
Latitude ..... 22 12.55 N
Longitude ..... 159 26.73 W
From City ..... 3 miles E
Airport Area ..... 20 Acres

Airfield:
Elevation ..... 344'
Runway ..... 05-23 (Width 40'; Length 3,560')
Rwy 5 – Trees
Rwy 23 – Pole
Lights ..... Non-Standard LIRL

Communications and Navigational Aids:
Control Tower ..... None
Frequencies ..... CTAF: 122.9 – State intentions on frequency before landing
Navaids ..... VORTAC 113.5 LIH Chan 82
15.8 nm to field
North Kauai RCO ..... 122.3 (HNL FSS)

Airspace: Class G

Traffic Pattern Altitude:
1100' MSL

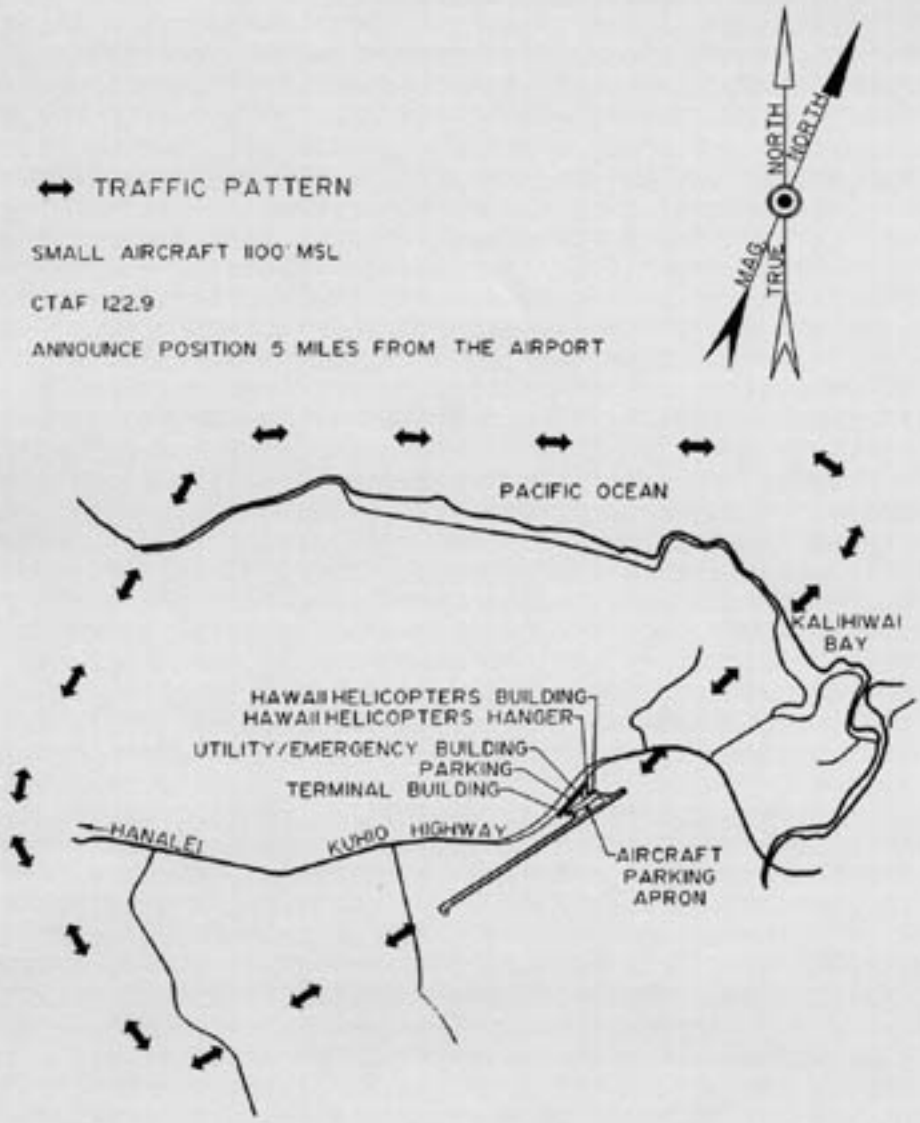
Remarks:
Services ..... None
Meals & Transportation ..... Amelia's Restaurant upstairs terminal. Budget and Avis Car Rental
Crash/Fire ..... None

CAUTION: Numerous helicopter operations in vicinity.

Restrictions:
WARNING: Day VFR operations only.

Pure jet powered aircraft and helicopters (other than Hawaii Helicopters) are prohibited from using the airport, except in cases of emergency.

Prior permission required for landing, contact Princeville Corporation at (808) 826-3230 for information and to coordinate payment of landing fee. No overnight parking.


TRAFFIC PATTERN
SMALL AIRCRAFT 1100' MSL
CTAF 122.9
ANNOUNCE POSITION 5 MILES FROM THE AIRPORT
NORTH
NORTH
MAG
TRUE
PACIFIC OCEAN
KALIHIWAI BAY
HAWAII HELICOPTERS BUILDING
HAWAII HELICOPTERS HANGER
UTILITY/EMERGENCY BUILDING
PARKING
TERMINAL BUILDING
HANALEI
KUHIO HIGHWAY
AIRCRAFT PARKING APRON

MAUI COUNTY AIRPORTS
(Molokai, Lanai, Maui)

Airport District Manager
(LUP, MKK, LNY, OGG, HNM, JHM)
Kahului Airport, Kahului, HI 96732

KALAUPAPA AIRPORT (LUP), Kalaupapa, Molokai

Attendant ..... Telephone Molokai 567-6140
Latitude ..... 21 12.7 N
Longitude ..... 156 58.4 W
From City ..... 1 mile N of Kalaupapa
Airport Area ..... 55 Acres

Airfield:
Elevation ..... 24' MSL
Runway ..... 5-23 (Width 75'; Length 2,700' Paved)
Lights ..... MIRL and Beacon (Phone request 567-6140)

Communications and Navigational Aids:
Control Tower ..... None
Frequency ..... CTAF: 122.9

Airspace: Class G

Traffic Pattern Altitude:
824' MSL

Remarks:
Services ..... None

Meals & Transportation ..... None

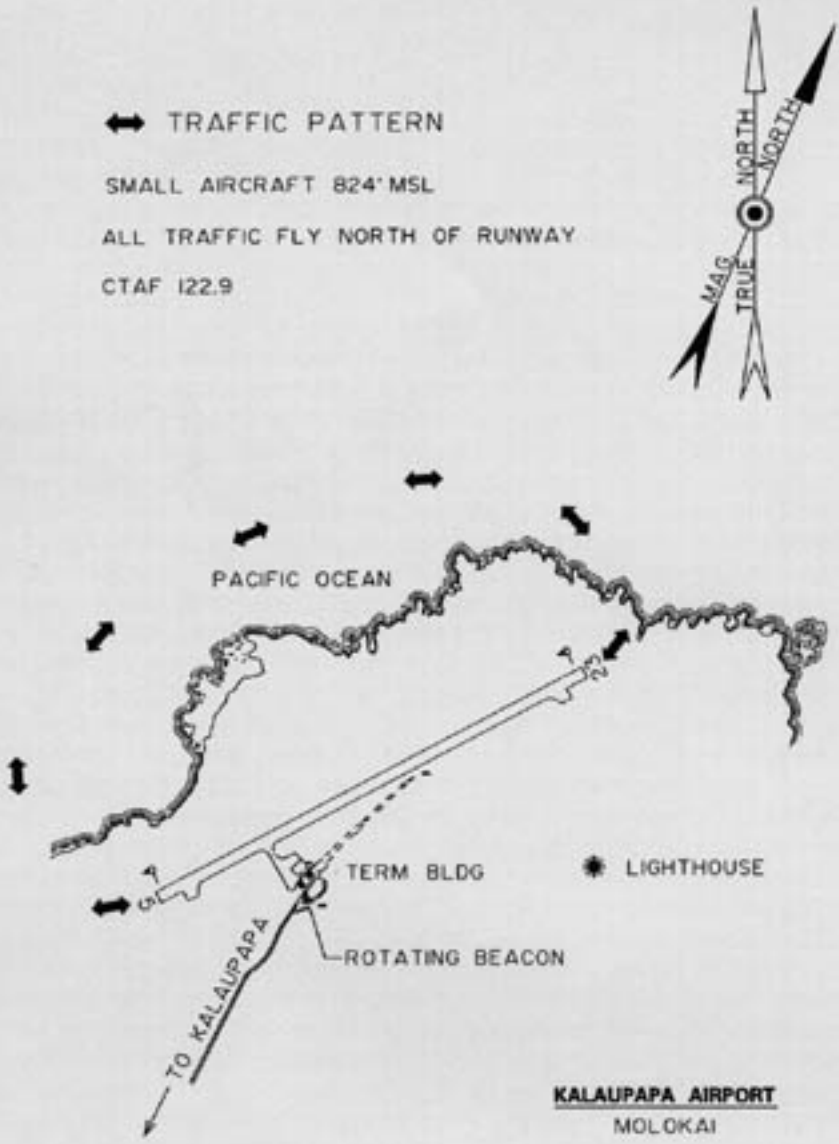
Crash/Fire ..... One trailer crew may be available.

DAY VFR ONLY. Permission required from State Dept. of Health, Honolulu to enter Kalaupapa Settlement. Military helicopter operations during daylight hours. Circle before landing.

CAUTION: Possible wild animals around the vicinity of the airport.

- Deep ruts along northeast runway shoulder caused by wild boars.
- October - May: large waves impacting shoreline resulting in salt water sprays 40' high.

Maximum Authorized Landing Weight: S-17.


TRAFFIC PATTERN
SMALL AIRCRAFT 824' MSL
ALL TRAFFIC FLY NORTH OF RUNWAY
CTAF 122.9
NORTH
NORTH
MAG
TRUE
PACIFIC OCEAN
TERM BLDG
LIGHTHOUSE
ROTATING BEACON
TO KALAUPAPA
KALAUPAPA AIRPORT
MOLOKAI

MOLOKAI AIRPORT (MKK), Kaunakakai, Molokai

Attendant ..... Telephone Molokai 567-6140 (0600-1930L)
Latitude..... 21 09.2 N
Longitude..... 157 05.8 W
From City..... 6.75 miles NW of Kaunanakai
Airport Area..... 288 Acres

Airfield:
Elevation..... 454' MSL
Runways ..... 5-23 (Width 100'; Length 4,494' Paved)
Displaced threshold Rwy 23
17-35 (Width 100'; Length 3,118' Paved)
Displaced threshold Rwy 17
Lights..... (5-23)* PAPI REIL Rwy 5

Communications and Navigational Aids:
Control Tower ..... Molokai Tower (0700-1830L)
Frequencies..... TWR/CTAF 125.7
ATIS: 128.2 (0700-1830L)
Ground 121.9 (0700-1830L)
Molokai RCO: 122.1R 116.1T
Navaids..... VORTAC 116.1 MKK Chan 108,
3.8 nm from field

Airspace: Class D service 0700-1830L other times Class G

Traffic Pattern Altitude:
Small Aircraft 1,250' MSL
Large Aircraft 1,950' MSL

Remarks:
Services..... None
Meals & Transportation..... Snack bar 0900-1800L, taxi, car rental
Crash/Fire ..... FAR 139 index A 0600-1930L
Lighted wind tee, free swinging.

Rwy 5 PAPI NOT AUTHORIZED beyond 1.8 nm from threshold due to rapidly rising terrain.

Maximum Authorized Landing Weight: S-30, D-48

(continued on next page)

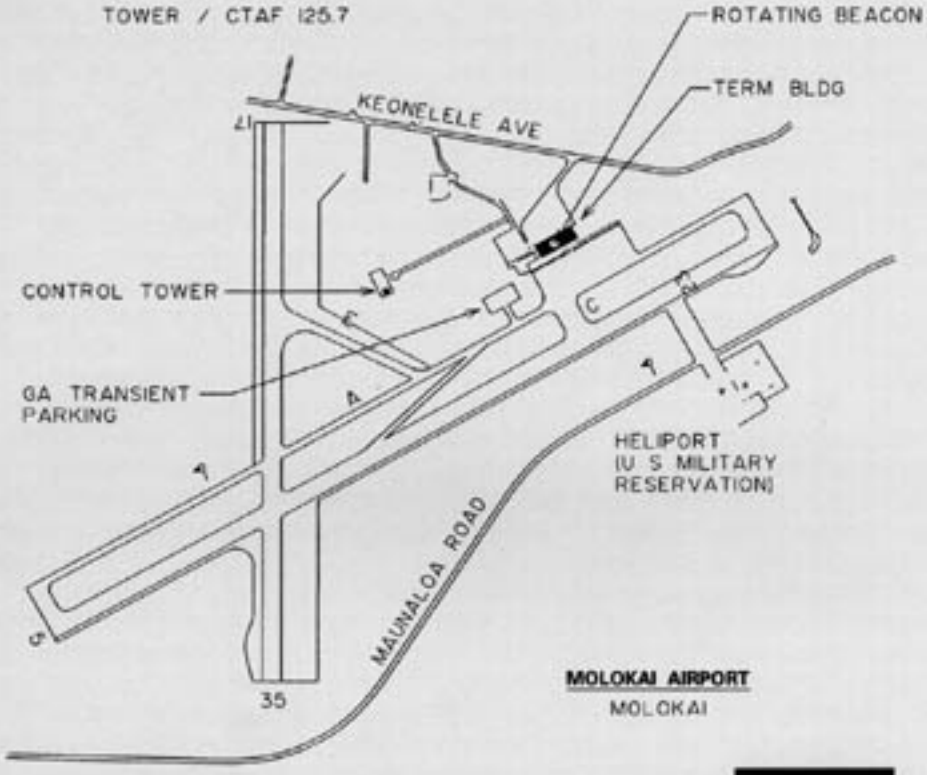
AREA NOTICE - MOLOKAI ISLAND: Both the north and south shores of Molokai accommodate a large volume of air commuter, tour, and training aircraft between 1,000' and 3,500' MSL which fly at 1,000', 2,000' and 3,000' westbound and 1,500', 2,500' and 3,500' eastbound. All traffic transiting the area is advised to observe these altitudes and remain clear of the Molokai ATA. Monitor 122.9 along both shorelines and broadcast position, direction of flight, and altitude at Ilio Point, Kalaupapa, Wailau Valley, Laau Point, Cape Halawa and Kamalo.

CAUTION: FREQUENT WINDSHEAR ON SHORT FINAL RWY 5

SMALL AIRCRAFT 1250' MSL

LARGE AIRCRAFT 1950' MSL

TOWER / CTAF 125.7



LANAI AIRPORT (LNY), Lanai City, Lanai

Attendant ..... Telephone Lanai 565-6757
Latitude ..... 20 47.1 N
Longitude ..... 156 57.1 W
From City ..... 4 miles SW of Lanai City
Airport Area ..... 92 Acres

Airfield:
Elevation ..... 1,308' MSL
Runway ..... 3-21 (Width 150'; Length 5,000' Paved)
Lights ..... Obstruction, wind cone, runway, beacon, VASI Rwy 3

Communications and Navigational Aids:
Control Tower ..... None
Frequencies ..... CTAF: 122.9
HNL DEP/ARR CON 119.3
Navaids ..... VORTAC 117.7 LNY Chan 124
1.6 nm from field
NDB: LLD 353 on field

Airspace: Class E service Sun., Thur., Fri 1600-2000L, Mon. 0600-1200L other times Class G

Traffic Pattern Altitude:
Small Aircraft 2,100' MSL
Large Aircraft 2,800' MSL

Remarks:
Services ..... None

Fuel:
Air Service – (808) 565-6911, UNICOM 128.95 (Jet-A)
Bradley Pacific – (808) 565-7171, UNICOM 122.9 (Jet-A)

Meals & Transportation ..... None

Crash/Fire ..... FAR 139 index A 0600 to last scheduled flight plus 15 minutes

Left traffic only. Announce taxi intentions prior to taxiing onto the active runway.

PPR for parking over 1 hr. Small aircraft park on NE side of ramp.

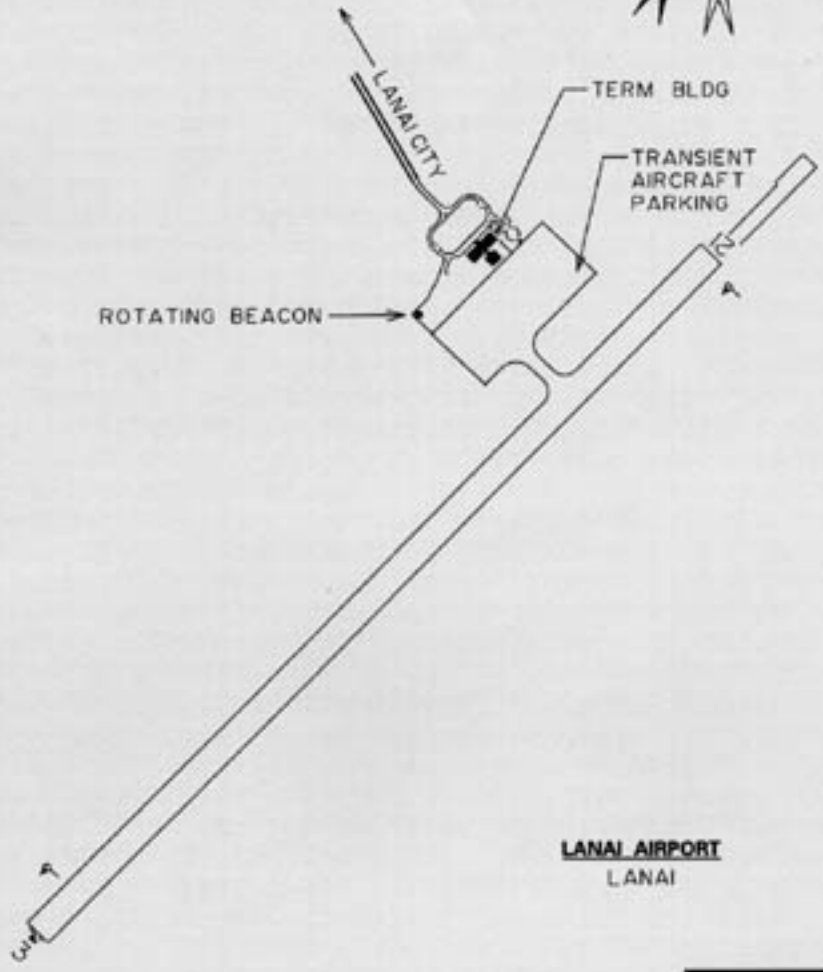
Call Maui Airports District Manager at 872-3830 or Airport Operations Control at 872-3875 (24 hours) for PPR.

Maximum Authorized Landing Weight: S-45, D-70, DT-110.

SMALL AIRCRAFT 2100' MSL

LARGE AIRCRAFT 2800' MSL

CTAF 122.9



HANA AIRPORT (HNM), Hana, Maui

Attendant ..... Telephone Maui 248-8208
Latitude ..... 20 47.7 N
Longitude ..... 156 00.9 W
From City ..... 3 miles NW of Hana
Airport Area ..... 119 Acres

Airfield:
Elevation ..... 78' MSL
Runways ..... 8-26 (Width 100'; Length 3,606' Paved)
Lights ..... Runway, wind sock, rotating beacon

Communications and Navigational Aids:
Control Tower ..... None
Frequencies ..... CTAF: 122.9
Hana RCO: 122.3

Airspace: Class G

Traffic Pattern Altitude:
Small Aircraft 800' MSL
Large Aircraft 1,500' MSL

Remarks:
Services ..... None

Meals & Transportation ..... None (car rental by prior arrangement)

Crash/Fire ..... One vehicle with 100 gal light water, Volunteer crew.

VFR operations only. Airport CLOSED to helicopters sunset to sunrise except by PPR (808) 872-3875.

Runway lights activated by 5 clicks on 122.9.

CAUTION: Aerobatic area north of downwind leg.

Parachute jumping within airport area.

Maximum Authorized Landing Weight: S-34, D-48, DT-80.

↔ TRAFFIC PATTERN

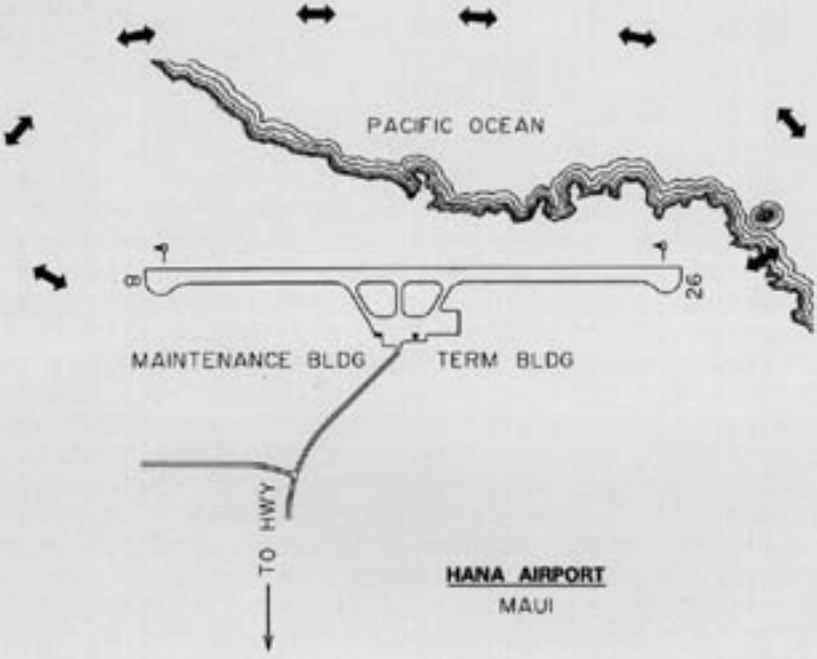
GLIDER 700' MSL

SMALL AIRCRAFT 800' MSL

LARGE AIRCRAFT 1500' MSL

ALL TRAFFIC FLY NORTH OF RUNWAY

CTAF 122.9



HANA AIRPORT
MAUI

KAHULUI AIRPORT (OGG), Kahului, Maui

Manager ..... Telephone Maui 872-3830
Airport Operations Center ..... 872-3875 (24 hours)
Latitude ..... 20 53.9 N
Longitude ..... 156 25.8 W
From City ..... 2.5 miles E from Kahului
Airport Area ..... 1,391 Acres

Airfield:
Elevation ..... 54' MSL
Runways ..... 2-20 (Width 150'; Length 6,995' Paved)
5-23 (Width 150'; Length 4,990' Paved)
Lights ..... Beacon, runway, taxiway, obstruction,
VASI Rwys 02, 05, 20, MalS/R Rwy 02

Communications and Navigational Aids:
Control Tower ..... FAA Maui Tower (0600-2300L)
Frequencies ..... TWR/CTAF 118.7
ATIS: 128.6 (0600-2300L)
CLR DEL: 120.6 (0600-2300L)
GND: 121.9 (0600-2300L)
DEP/APP 120.2 N 119.5 S (0600-2300L)
Navaids ..... VORTAC 114.3 OGG Chan 90 on field
ILS I-OGG: 110.1 Rwy 2
NDB: VVI 327 1.3 nm to field

Airspace: Class C service 0600-2300L contact Maui App

Traffic Pattern Altitude:
Small Aircraft 800' MSL
Large Aircraft 1,500' MSL

Remarks:
Services ..... Fuel 100 Oct, Jet-A and Minor A&P

Fuel:
Air Service – (808) 871-5572, UNICOM 128.95 (Jet-A, AvGas-100 octane)
Bradley Pacific – (808) 873-6060, UNICOM 130.8 (Jet-A)
Century Aviation – (808) 877-7059, UNICOM 122.95 (Jet-A)
Circle Rainbow Aviation – (808) 873-7464, UNICOM 130.0 (Jet-A)

Meals & Transportation ..... Restaurant, taxi, car rental

Crash/Fire ..... FAR 139 index D, 24 hours

(continued on next page)

Transient aircraft park on East Ramp.

Lighted wind tee.

Extensive military helicopter operations.

Fuel on East Ramp 122.95 until 1800L.After 1800L call 878-2980.

Avoid noise sensitive areas.

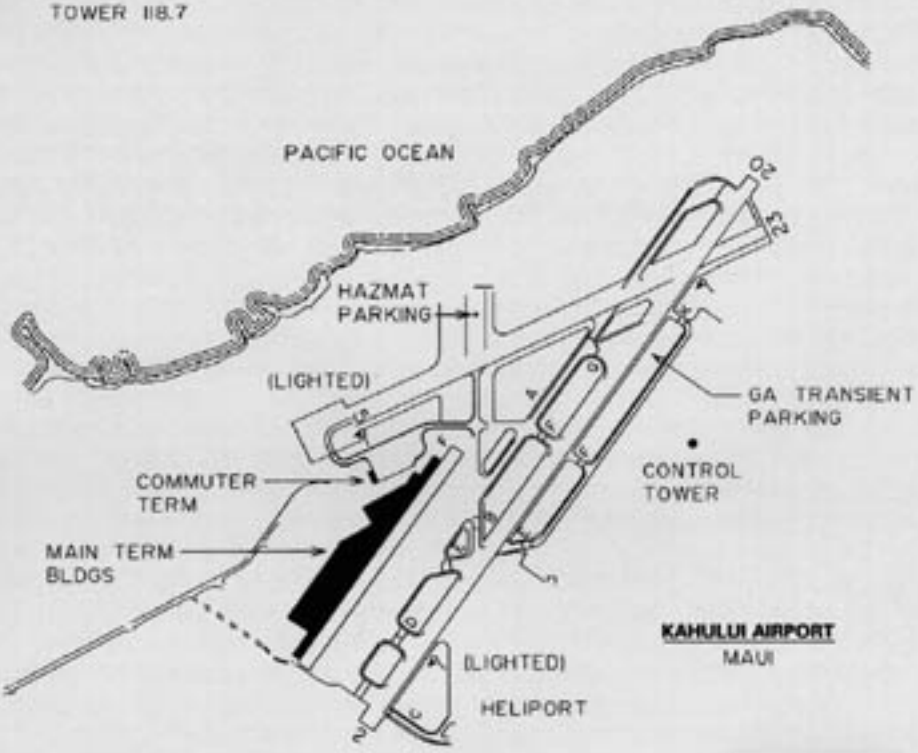
RWY 5-23, Max. Auth. Landing Weight:
S-130, D-170, DT-270

RWY 2-20, Max. Auth. Landing Weight:
S-130, D-170, DT-360

TRAFFIC PATTERN

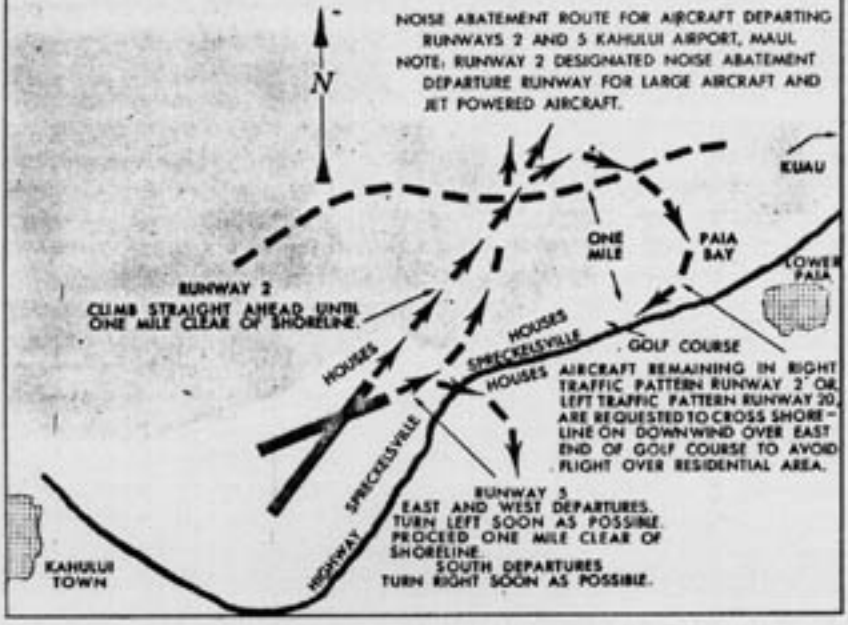
SMALL AIRCRAFT 800' MSL (HELICOPTERS 500' MSL)
LARGE AIRCRAFT 1500' MSL

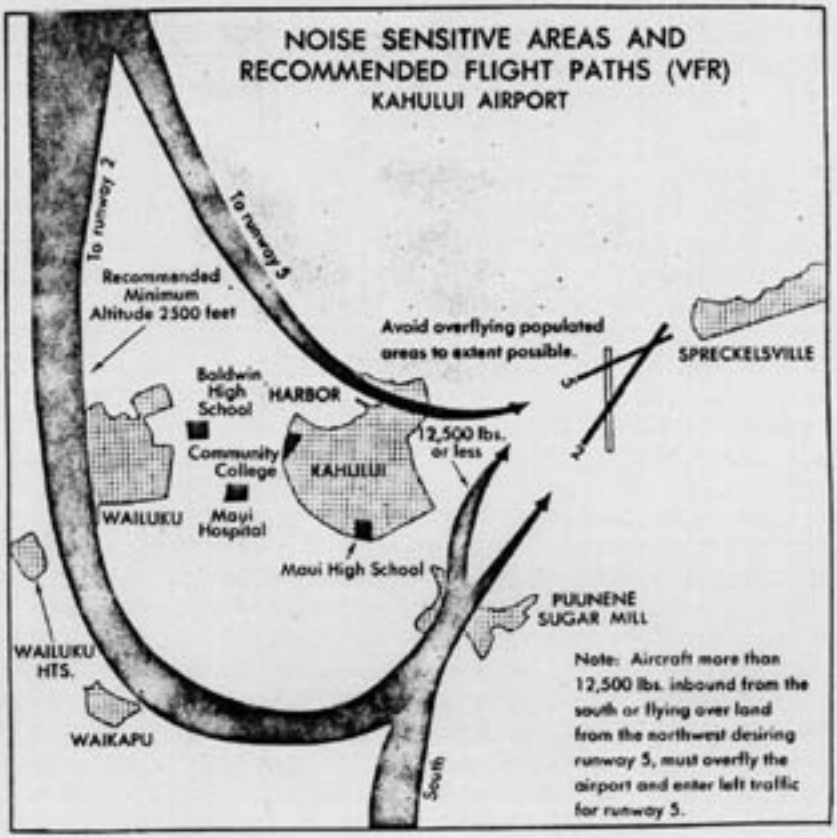
TOWER 118.7



INFORMAL RUNWAY USE PROGRAM—KAHULUI ARPT, MAUI

Aircraft noise complaints from Spreckelsville Beach area located adjacent to Kahului Airport have become a matter of serious concern. To alleviate the situation, noise abatement departure runways and flight patterns have been developed. All pilots are urged to follow these procedures to the maximum extent possible consistent with operational and safety requirements. Runway 2 is designated as the noise abatement departure runway for both large and jet powered aircraft. Departure flight pattern runway 2: – Climb straight ahead until one mile clear of shoreline before commencing turns. If takeoff on runway 5 is necessary, both large and jet powered aircraft are requested to: if east or westbound, turn left as soon as possible and proceed one mile clear of shoreline; if southbound, turn right as soon as possible if traffic permits, otherwise turn left.

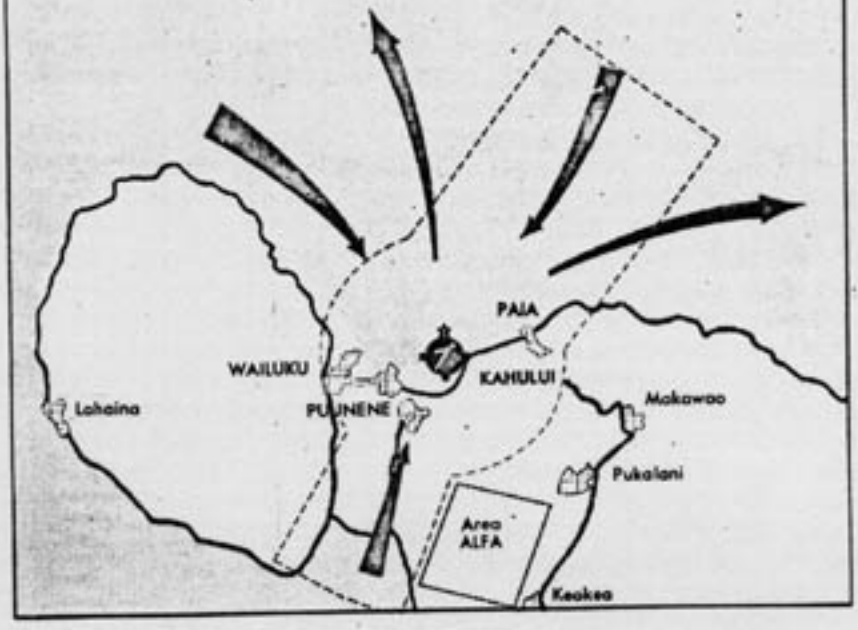



NOISE SENSITIVE AREAS AND
RECOMMENDED FLIGHT PATHS (VFR)
KAHULUI AIRPORT
To runway 2
To runway 5
Recommended Minimum Altitude 2500 feet
Avoid overflying populated areas to extent possible.
SPRECKELSVILLE
Baldwin High School
HARBOR
Community College
KAHULUI
12,500 lbs. or less
WAILUKU
Maui Hospital
Maui High School
PUUNENE SUGAR MILL
WAILUKU HTS.
WAIKAPU
South
Note: Aircraft more than 12,500 lbs. inbound from the south or flying over land from the northwest desiring runway 5, must overfly the airport and enter left traffic for runway 5.

OGG

KAHULUI, MAUI

Shown are the most heavily traveled routes for high performance aircraft arriving and departing Kahului Airport, Maui. Light plane pilots flying VFR in these areas should maintain an alert lookout and monitor Maui Approach Control frequency. Aircraft transiting north of the Kahului Airport in VFR conditions are requested to remain at least 8NM north of the airport at or below 4500 ft. if westbound, 3500 ft. if eastbound, or following the shoreline at or below 2500 ft. and be responsive to routing changes issued by Maui Approach Control or Maui Tower. The area depicted as "ALFA" is a light aircraft local training area. Area is outside Kahului Airport Class C airspace. Aircraft training in area normally operate at or below 3000 ft. and monitor Maui Approach Control.



CLASS C AIRSPACE ENTRY PROCEDURES

VFR AIRCRAFT PROPOSING TO ENTER KAHULUI AIRPORT CLASS C AIRSPACE ARE REQUIRED TO CONTACT ATC PRIOR TO ENTRY. INITIAL CONTACT: REFER TO CHARTED VFR CHECK POINTS OR 10 DME FROM THE OGG VORTAC. INITIAL CALLS IN CLOSE PROXIMITY TO THE AIRSPACE BOUNDARY MAY RECEIVE INSTRUCTIONS TO 'REMAIN CLEAR OF CHARLIE AIRSPACE AND STANDBY.' INITIAL CALLS FROM THE MORE DISTANT CHECK POINTS ARE PREFERRED. FREQUENCIES: NORTH OF V15 - 120.2, SOUTH OF V15 - 119.5.

OGG

KAPALUA AIRPORT (JHM), Kapalua, Maui

Attendant ..... Telephone Maui 669-0623
Latitude ..... 20 57.8 N
Longitude ..... 156 40.4 W
From City ..... 7 miles N of Lahaina
Airport Area ..... 50 Acres

Airfield:
Elevation ..... 256' MSL
Runways ..... 2-20 (Width 100'; Length 3,000' Paved)
Lights ..... None

Communications and Navigational Aids:
Control Tower ..... State operated Unicom
(30 min. after sunrise to 30 min. after sunset)
Frequency ..... Unicom 122.7

Airspace: Class E service effective 0600-1830L other times Class G

Traffic Pattern Altitude:
1500' MSL

Remarks:
Services ..... None
Meals & Transportation ..... None
Crash/Fire ..... FAR 139 Index A 0615-1815L
Maximum Authorized Landing Weight: D-44.

Limitations/Restrictions:
Contact 872-3880 (Kahului Airport Operation)

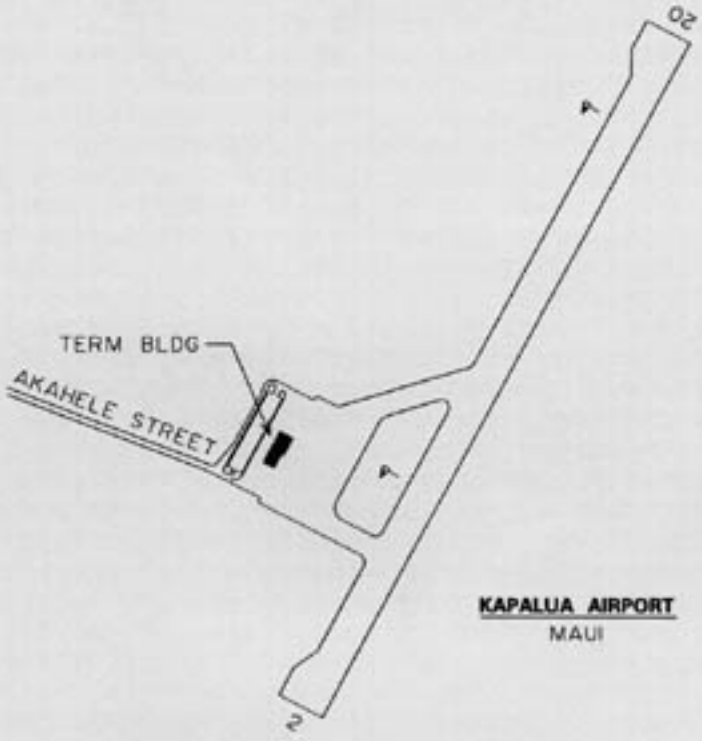
- Airport is restricted to Part 121 and 135 FAR operators with prior permission.
- No helicopter operation permitted.
- No jet powered aircraft allowed.
- No practice or training flights allowed.
- Special noise level standards for aircraft operated at the airport.
- Restriction on amount of daily flights depending on aircraft size.

Procedures:
Monitor 122.7 mHz transiting the area and broadcast position, direction of flight and altitude at Nakalele Point, Lahaina, Shipwreck Beach and Kamalo.

CAUTION: Numerous air carrier operations into and out of area from ground to 8,000'. Both the north and south shores of Maui accommodate a large volume of air commuter, tour and training aircraft between 1,000', 2,500' and 3,500' eastbound.

PATTERN ALTITUDE: 1,500' MSL

UNICOM / CTAF 122.7



KAPALUA AIRPORT
MAUI

OAHU COUNTY AIRPORTS

Airport District Manager (HDH, JRF, HNL)
Honolulu International Airport, Honolulu, HI 96819

HONOLULU INTERNATIONAL AIRPORT (HNL), Honolulu, Oahu

Manager	Telephone Honolulu 836-6533, 836-6428
Latitude	21 19.1 N
Longitude	157 55.3 W
From City	4 miles WSW from Honolulu
Airport Area	4,220 Acres

Airfield:

Elevation	13' MSL
Runways	8L - 26R (Width 150'; Length 12,357' Paved)
	8R - 26L (Width 200'; Length 12,000' Paved)
	4R - 22L (Width 150'; Length 9,000' Paved)
	4L - 22R (Width 200'; Length 6,952' Paved)
Lights	High Intensity (Rwy 8 - 26 and 4R - 22L)
	Medium Intensity (Rwy 4L - 22R)
	VASI (Rwy 4R, 4L, 8R, 22L, 26R, 26L)
	REIL (Rwy 26R, 22R, 4R, 4L)
	MALSR (Rwy 4R, 8L)
	MALSF (Rwy 26L)

Communications and Navigational Aids:

Control Tower	FAA Honolulu Tower (24 hours)
Frequencies	ATIS: 127.9
	CLR DEL: 121.4
	GND: 121.9
	TWR: 118.1
	APP: 118.3
	DEP 118.3 W 124.8E
	(as assigned, usually 119.1 or 124.8)
	FSS: 122.6, 123.6, HNL 114.8 (122.1R)
Navaids	VORTAC 114.8 HNL Chan 95 on field
	Ewabe NDB: 242, 7.1 nm from field
	ILS/DME IIUM (4R): 110.5 Chan 42
	ILS IHNL (8L): 109.5
	LDA/DME 109.1 I-EPC (26L) Chan 28

Airspace: Class B

(continued on next page)

Traffic Pattern Altitude:

Overhead 2,000' MSL (Jet traffic)
Right traffic pattern Rwy 4R 600' MSL (Tower approval required) or assigned by ATC

Remarks:

Services..... Major A&P, fuel, oxygen

Fuel:

Air Service – (808) 839-5003, UNICOM 128.95 (Jet-A, AvGas - 100 octane)
Bradley Pacific – (808) 839-2222, UNICOM 130.8 (Jet-A)
Century Aviation – (808) 834-7666, UNICOM 122.95 (Jet-A)
Circle Rainbow Aviation – (808) 834-5855, UNICOM 130.0 (Jet-A), AvGas - 100 octane)

Meals & Transportation..... All types of meal service and transportation

Crash/Fire..... FAR 139 index E, 24 hours

Functioning two-way radio and transponder required. United States landing rights airport. Customs, immigration, public health, plant inspection and quarantine station.

Arresting gear Rwy 8L, 4R, 22L, 26L.

All aircraft desiring gate assignment or parking location must contact ramp control on 121.8.

Due to location of tower, controllers are unable to determine whether aircraft are on the correct final approach for Rwys 4L/4R and 22L/22R. Due to non-visibility tower is unable to determine if the following areas are clear of obstructions and/or traffic: commuter ramp, taxiways Kilo and Oscar, portions of taxiway RB and interisland ramp, aircraft storage spot uniform, east of fire station #1.

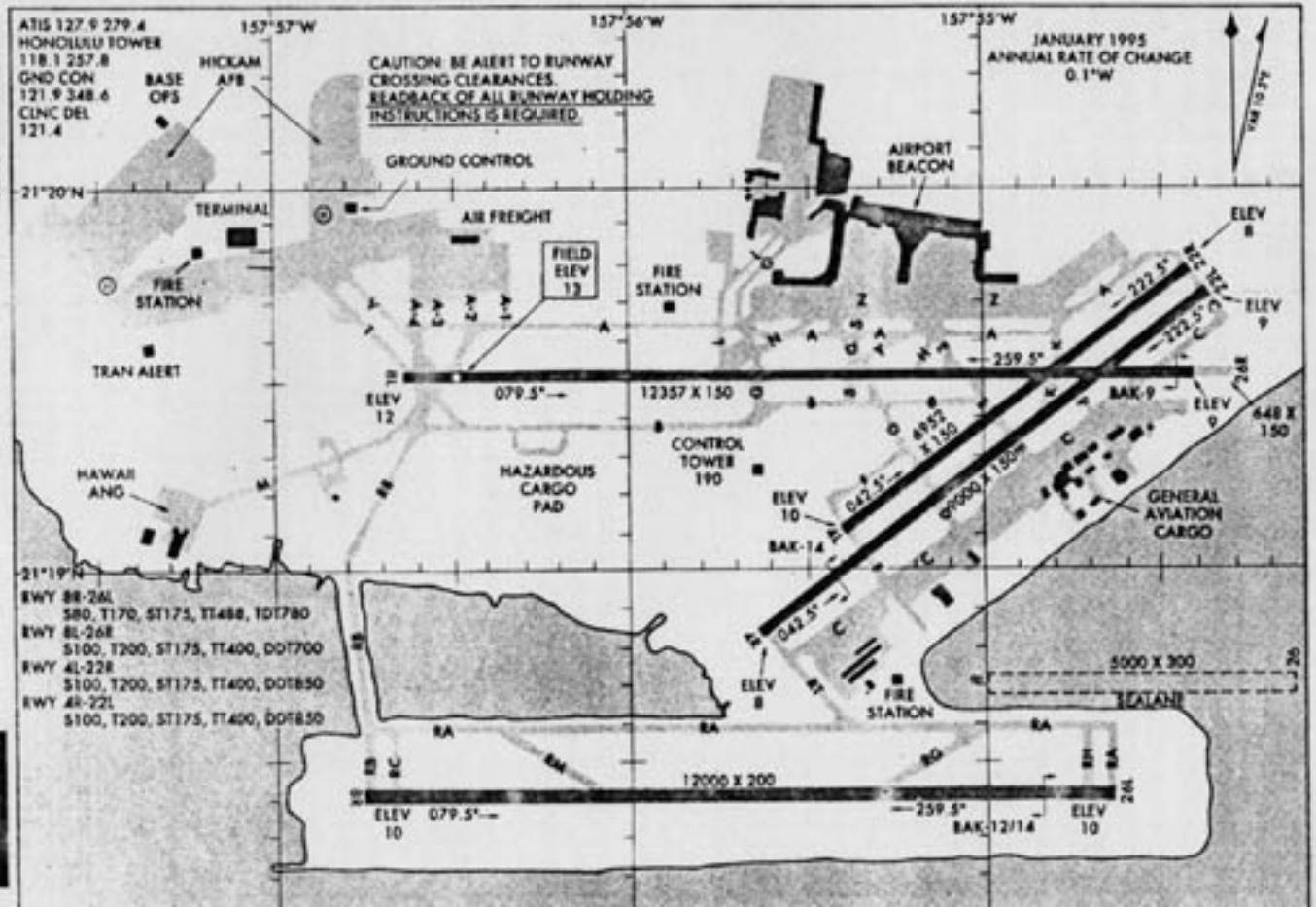
Transient parking is limited. Operators of large aircraft should make prior arrangement with the airport manager.

Turn landing lights on while in the airport traffic area.

During VFR tradewind conditions, non-jet aircraft will be vectored to Rwy 4R/L traffic pattern. Pilots requesting Rwy 8L will normally be expected to fly the ILS approach procedure. Visual approaches to Rwys 22L/R and 26R are expected to remain at traffic pattern altitudes as long a possible before beginning descent for landing.

Maximum Authorized Landing Weight:

Rwy 8L/26R S-100, D-200, DT-400, DDT-700.
Rwy 8R/26L S-80, D-170, DT-488, DDT-780.
Rwy 4L/22R S-100, D-200, DT-400, DDT-850.
Rwy 4R/22L S-100, D-200, DT-400, DDT-850.


ATIS 127.9 279.4
HONOLULU TOWER
118.1 257.8
GND CON
121.9 348.6
CLNC DEL
121.4
157°57'W
157°56'W
157°55'W
HICKAM AFB
BASE OPS
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
JANUARY 1995
ANNUAL RATE OF CHANGE
0.1°W
GROUND CONTROL
AIRPORT BEACON
21°20'N
TERMINAL
AIR FREIGHT
FIELD ELEV 13
FIRE STATION
FIRE STATION
TRAN ALERT
ELEV 12
079.5°
12357 X 150
259.5°
222.5°
ELEV 8
ELEV 9
BAK-9
648 X 150
CONTROL TOWER 190
HAZARDOUS CARGO PAD
HAWAII ANG
ELEV 10
BAK-14
042.5°
GENERAL AVIATION CARGO
21°19'N
RWY 8R-26L
S80, T170, ST175, TT488, DDT780
RWY 8L-26R
S100, T200, ST175, TT400, DDT700
RWY 4L-22R
S100, T200, ST175, TT400, DDT850
RWY 4R-22L
S100, T200, ST175, TT400, DDT850
5000 X 300
SEAPLANE
FIRE STATION
12000 X 200
ELEV 10
079.5°
259.5°
BAK-12/14
ELEV 10

HNL

HONOLULU CLASS B AIRSPACE VFR DEPARTURE ROUTES

VFR CLASS B DEPARTURES WILL ONLY BE ISSUED UPON REQUEST. Contact Honolulu Clearance Delivery on 121.4 with ATIS information code prior to taxi, stating requested departure route. Shoreline and Freeway departures are NOISE SENSITIVE during hours of darkness.

TRADEWIND DEPARTURE (Runway 04/08L) PROCEDURES

Shoreline Three: Departing runways 4 maintain runway heading to the H-1 freeway. Departing runway 8L, maintain runway heading to Nimitz Highway. Turn right, parallel Nimitz Highway proceeding direct to the center of Honolulu Harbor. Fly one mile offshore passing abeam Kewalo Basin thence direct one mile due south of Diamond Head. Turn left and resume own navigation, remining within 2 miles of the shoreline until departing Class B airspace. Maintain 1,500 feet while in CLASS B airspace. Departure Control Frequency will be on 124.8/317.6. *Departure intended for twin-engine aircraft.*

Freeway Three: Departing runways 4, maintain heading to H-1 freeway,. Departing runway 8L, turn left to parallel runway to the H-1 freeway. Then turn right, resume own navigation via the H-1 freeway eastbound, then via the Kalanianaole Highway until passing abeam Koko Head. Maintain 1,500 feet while in CLASS B airspace. Departure Control Frequency will be on 124.8/317.6. *Departure intended for single-engine aircraft.*

Redhill Three: Departing runways 4 maintain runway heading to the Moanalua Road (State Highway 78). Departing runway 8L, turn left and fly parallel to runway 4 to Moanalua Road northwest bound until departing Class B airspace. Maintain 1,500 feet while in CLASS B airspace. Departure Control Frequency will be on 119.1/265.0. *Restricted to small category aircraft only, large aircraft expect RADAR vectors.*

Caution: VFR traffic proceeding inbound to the H-1/H-2 interchange descending to 1500 feet and below.

KONA WIND DEPARTURE (Runway 22/26R) PROCEDURES

Kona Three: After departure, turn left heading 180 degrees for RADAR vectors eastbound. Expect to be vectored 5 miles or more south of Diamond Head to avoid runway 26L LDA final approach course. Maintain 1,500 feet while in CLASS B airspace. Departure Control Frequency will be on 124.8/317.6.

West Loch Three: After departure, turn right as soon as practicable until north of runway 26R. Then fly direct to the center of West Lock of Pearl Harbor. Maintain 1,500 feet while in CLASS B airspace. Departure Control Frequency will be on 119.1/265.0.

Caution: VFR traffic proceeding eastbound from west shoreline to the H-1/H-2 interchange descending to 2000 feet or below.

HONOLULU CLASS B AIRSPACE VFR ARRIVAL ROUTES

Contact Honolulu Approach on 119.1 and receive clearance before entering CLASS B/CLASS D airspace. CLASS B airspace is established from the Honolulu VORTAC. High density traffic in the vicinity of H-1/H-2 interchange.

NORTH ARRIVAL:

Contact Approach Control on 119.1/265.0 prior to H-1/H-2 interchange. Expect clearance via H-1/H-2 interchange direct Navy/Marine Golf Course. Enter left downwind runways 04/08L or right downwind runways 22/26R as assigned.

WEST ARRIVAL:

Contact Approach Control on 119.1/265.0 prior to Kahe Power Plant. Expect clearance via Kahe Power Plant direct H-1/H-2 interchange direct Navy/Marine Golf Course. Enter left downwind runways 04/08L or right downwind runways 22/26R as assigned.

EAST ARRIVAL:

Runways 04/08L, contact Approach Control on 119.1/265.0 prior to NORBY intersection (MKK 262R 20 DME/CKH 112R 12 DME). Expect clearance via MKK 262R at 4,500 feet MSL or below. When cleared, right turn to right base.

Runways 22/26R, contact Approach Control on 119.1/265.0 prior to NORBY intersection (MKK 262R 20 DME/CKH 112R 12 DME). Expect clearance via Koko Head direct Waialae Golf Course, thence over H-1 to enter left base. Maintain 2,000' MSL weather permitting (or assigned altitude) until Punchbowl. *Avoid flight North of the H-1 freeway for NOISE ABATEMENT.*

FREEWAY ARRIVAL:

Runways 4/08L, contact Approach Control on 119.1/265.0 prior to Koko Head at or above 2,000' MSL. Expect routing via direct Koko Head direct Waialae Golf Course, thence H-1 freeway to enter left downwind to runways 4/08L. Maintain 2,000' until advised by Tower/Approach Control.

LAND AND HOLD SHORT OPERATIONS

Simultaneous take-offs and landings on intersecting runways are common at Honolulu. It is the responsibility of pilots to determine whether they can comply with a hold-short restriction. Pilots must read back all hold-short instructions.

WAKE TURBULENCE

Honolulu Airport is served by many large and heavy turbojet aircraft. VFR pilots are reminded that it is their responsibility to use proper technique and avoid wake turbulence.

SEALANE OPERATIONS

Pilots desiring to use Sealane 8 in Keehi Lagoon shall be briefed by the FAA Honolulu Air Traffic Control Tower Supervisor at (808) 838-5700 prior to actual use.

Conditions for use:

- Operations shall be conducted in VFR conditions only.
- Operations shall be conducted during daylight hours only.
- Operations shall be conducted to Sealane 4/8/22 only.
- Operations shall be confined to landings/departures only. No pattern work authorized.
- All arrivals/departures shall adhere to Honolulu Class B Airspace VFR Departure and Arrival Routes *as published unless otherwise instructed by Air Traffic Control.*

Pattern Altitudes:

- North arrival: 800' AGL (small aircraft only)
- South arrival: 1,000' AGL small aircraft; 1,500' AGL large aircraft.

CAUTION: Recreational boating activities in vicinity of the Sealane.

HONOLULU TERMINAL AREA (CLASS B)

OPERATING RULES AND EQUIPMENT REQUIREMENTS

Regardless of weather conditions, ATC authorization is required prior to operating within Honolulu Class B Airspace. Pilots should not request such authorization unless the following requirements are met:

- A two-way radio capable of communicating with ATC on appropriate frequencies.
- A 4096 code transponder with Mode C altitude reporting.

The pilot in command of a civil aircraft must hold at least a private pilot certificate or be a student pilot who has a logbook endorsement by an authorized flight instructor within the preceding 90 days, certifying competency to depart and land at Honolulu International Airport as well as to transit through Class B Airspace.

Procedures:

IFR – Aircraft operating within Honolulu Class B Airspace shall be operated in accordance with current IFR procedures. A clearance for a visual approach is not authorization for an aircraft to operate below the designated floors of Class B Airspace.

VFR – Arriving aircraft or aircraft desiring to transit Class B Airspace should contact Honolulu Approach Control on the frequency depicted for the sector of flight with reference to the geographical center of the airport. Pilots should state on initial contact their position, direction of flight, and destination, and verify that they have received the current ATIS transmission. If holding of VFR aircraft is required, the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radial.

Aircraft departing HNL are requested to contact Honolulu clearance delivery prior to taxing. Pilots should state the departure procedure requested and confirm that they have received the current ATIS.

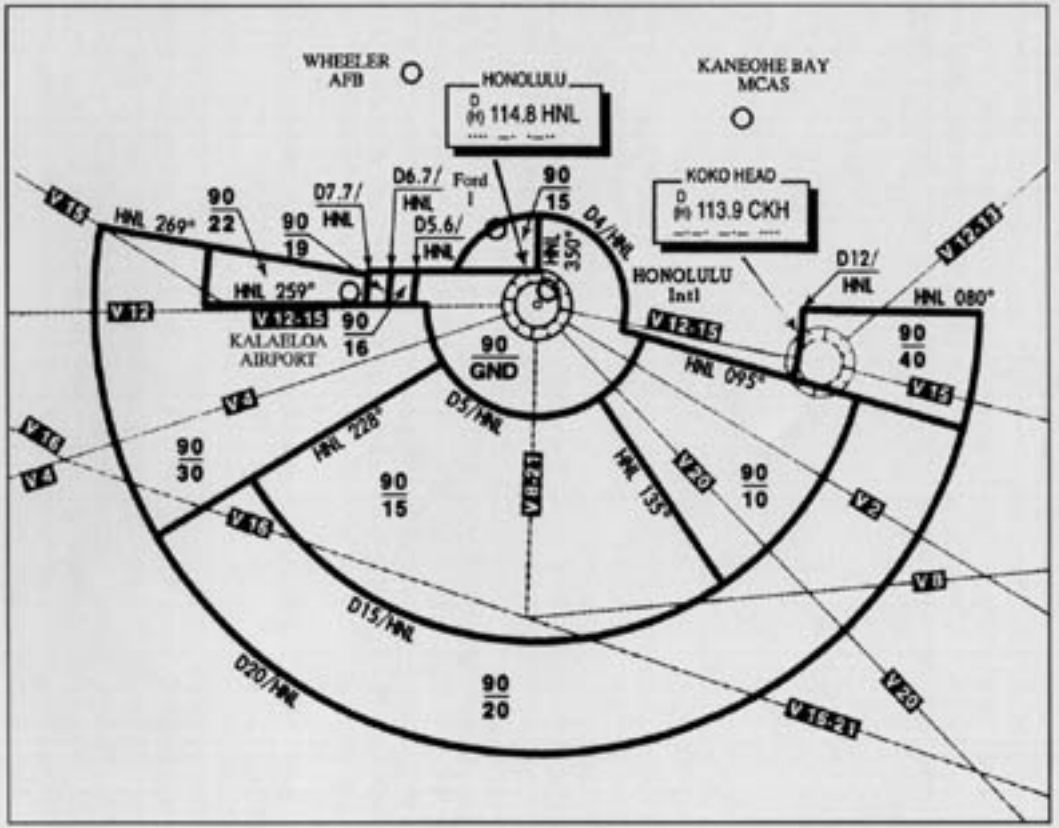
Aircraft desiring to transit Class B Airspace will obtain clearance on an equitable first-come first-served basis.

ATC Procedures:

All aircraft will be controlled and separated while operating within Class B Airspace, except helicopters may not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside of Class B Airspace.

NOTE: This service does not relieve pilots of their responsibility to see and avoid other traffic. To maintain appropriate terrain and obstruction clearance, and to remain in VFR weather conditions. Whenever compliance with an assigned heading or altitude is likely to compromise pilot responsibility, ATC shall be advised and a revised clearance obtained.

NO AIRCRAFT IS AUTHORIZED TO ENTER CLASS B AIRSPACE UNTIL CLEARED BY ATC.



DILLINGHAM AIRFIELD (HDH), Mokuleia, Oahu

Attendant ..... Telephone Honolulu 637-4188
Latitude ..... 21 34.8 N
Longitude ..... 158 11.8 W
From City ..... 5.25 miles W of Haleiwa
Airport Area ..... 134 Acres

Airfield:
Elevation ..... 15' MSL
Runways ..... 8-26 (Width 75'; Length 9,007' Paved)
Rwy 8 displaced threshold 1,993'
Rwy 26 displaced threshold 1,995'
Lights ..... None

Communications and Navigational Aids:
Control Tower ..... State operated Unicom
Weekdays 0900-1700L
Weekends 0800-1800L
Frequency ..... Unicom 123.0

Airspace: Class G

Traffice Pattern Altitude:
800' MSL

Remarks:
Services ..... Toilet facilities and public telephone
Meals & Transportation ..... None
Crash/Fire ..... One vehicle 100 gal light water and dcp hand extinguishers – manning variable
Maximum Authorized Landing Weight: S-40, D-152, DT-180.

Limitations:
- Open to civil aircraft for DAY VFR ONLY.
- Walking on or across the runway is prohibited.

(continued on next page)

Procedures:

All aircraft must contact Dillingham Unicom prior to entering the traffic pattern and maintain contact when operating in the Dillingham area. All traffic north of runway. No landing without unicom contact during hours of unicom operation. It is common practice to call unicom on base leg in addition to the call when entering the pattern. A 5,000' by 75' runway for powered aircraft is identified by standard airport pavement markings. The powered aircraft thresholds have been displaced 2,000' to provide runway for sailplane operations. Powered aircraft shall keep base leg in close, and cross the airport boundary fence on final approach at or above 600' MSL in order to assure safe separation from sailplanes using the first 2,000' (short of the displaced threshold). Standard pattern entry is illustrated.

CAUTION: Extensive glider operations and parachute jumping off Rwy 8 and Rwy 26. Aerobatic training area off-shore above the downwind leg 1,500' MSL and above. When transiting the area, cross the field above 2,000' MSL.

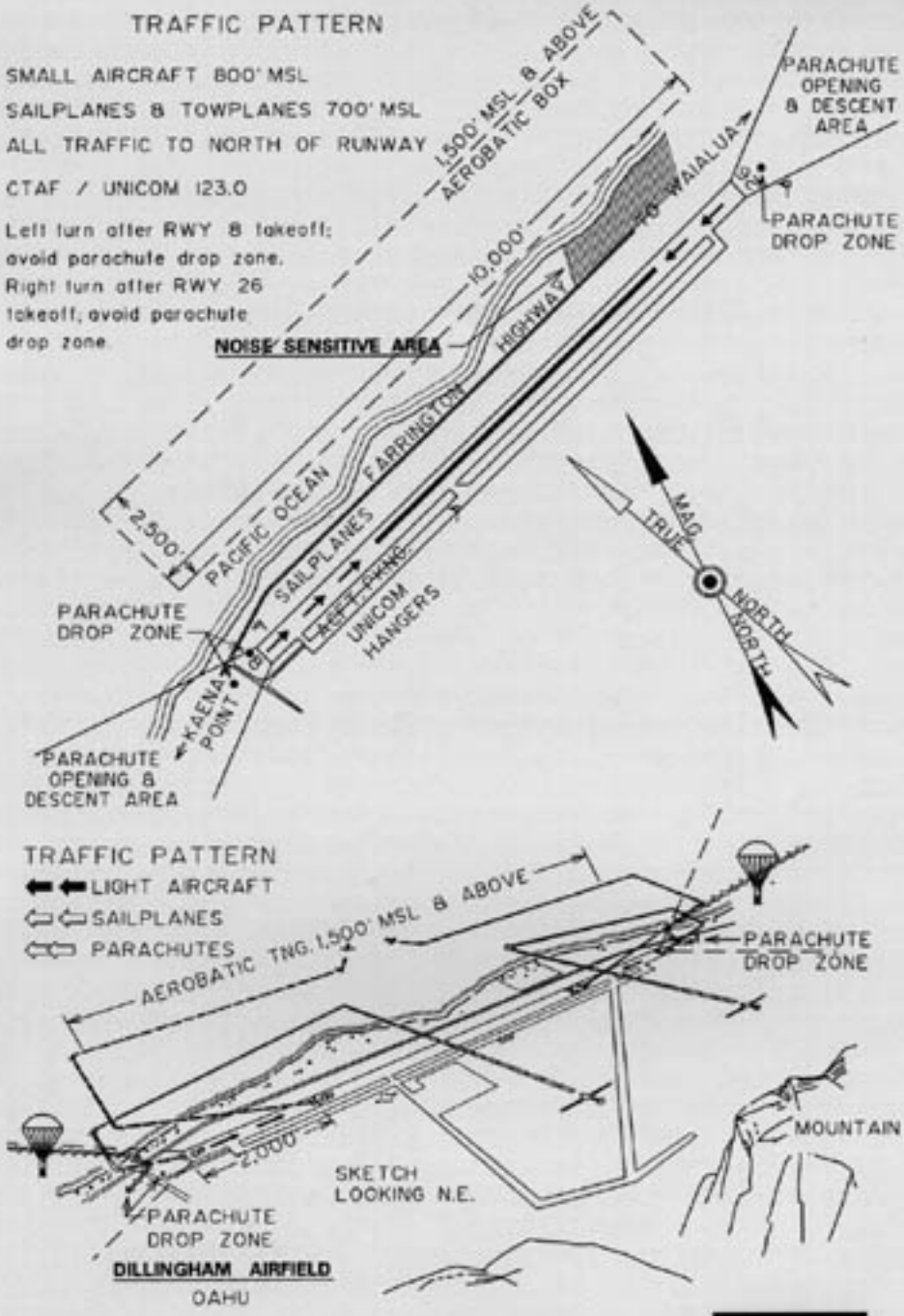
No civil operations between sunset and sunrise.

Glider Operations:

Gliders are normally air-towed and routinely depart the traffic pattern to the South. (Right turn after takeoff Rwy 8; Left turn after takeoff Rwy 26). Gliders normally fly the ridge line to the South or the airport, within 5nm. Most gliders are not radio equipped. The powered aircraft towing the gliders have radios and routinely use the glider traffic pattern, entering the traffic pattern from the South.

Sky Dive Operations:

Extensive parachute operations occur daily at 16,000' and below. Parachutists normally exit the aircraft upwind of the airport and during strong winds may exit as far as 2 nautical miles from the drop zone. Parachutes are usually opened between 2,000' and 4,500' altitude, and then flow to the drop zone entering an abbreviated left traffic pattern (Rwy 8) or right traffic pattern (Rwy 26). During light and no wind conditions, the parachutes may open directly above the airport and adjacent beach area.


TRAFFIC PATTERN
SMALL AIRCRAFT 800' MSL
SAILPLANES & TOWPLANES 700' MSL
ALL TRAFFIC TO NORTH OF RUNWAY
CTAF / UNICOM 123.0
Left turn after RWY 8 takeoff; avoid parachute drop zone.
Right turn after RWY 26 takeoff, avoid parachute drop zone.
1,500' MSL & ABOVE AEROBATIC BOX
PARACHUTE OPENING & DESCENT AREA
PARACHUTE DROP ZONE
WAIALUA
10,000'
HIGHWAY
NOISE SENSITIVE AREA
FARRINGTON
PACIFIC OCEAN
2,500'
SAILPLANES
ACFT PKNG
UNICOM HANGERS
PARACHUTE DROP ZONE
KAENA POINT
PARACHUTE OPENING & DESCENT AREA
MAG
TRUE
NORTH
NORTH
TRAFFIC PATTERN
LIGHT AIRCRAFT
SAILPLANES
PARACHUTES
AEROBATIC TNG. 1,500' MSL & ABOVE
PARACHUTE DROP ZONE
2,000'
SKETCH LOOKING N.E.
MOUNTAIN
PARACHUTE DROP ZONE
DILLINGHAM AIRFIELD
OAHU

HDH

KALAELOA AIRPORT (JRF), Kapolei, Oahu

Attendant	Telephone 684-3279/5590
Hours of Operation	0530-1930L (State Maintenance)
Contract Security	Telephone 684-0026/9295 (24 hours)
Latitude	21-18.2 N
Longitude	158.04.2 W
From City	2 miles S from Kapolei
Airport Area	757 Acres

Airfield:

Elevation	33'
Runways	04R-22L (Width 200'; Length 8,000', Paved) 04L-22R (Width 200'; Length 6,000', Paved) 11-29 (Width 200'; Length 6,000', Paved)
Lights	High intensity (all runways)

Communications:

Control Tower	Kalaeloa Tower (0600-2200L)
Frequencies	TWR/CTAF 132.6 ATIS 119.8 CLR DEL 121.7 GRD 123.8 ASOS (808-684-0028) (Broadcast on ATIS 2200-0600L, nightly)

NAVAIDS:

VORTAC 114.8 HNL Chan 95, 7.8 nm from airport
NDB (MWH/LOM) Ewabe 242

Airspace: Class D Service 0600-2200L other times Class E

Traffic Pattern Altitude:

Small Aircraft 800' MSL
Large Aircraft 1,000' MSL

Remarks:

Services	None
Meals & Transportation	None
Crash/Fire	24 hours (NAVAIR 0800 R-14 NATOPS US Navy Aircraft Firefighters and Rescue Manual, Category II Airfield) Index B equivalent

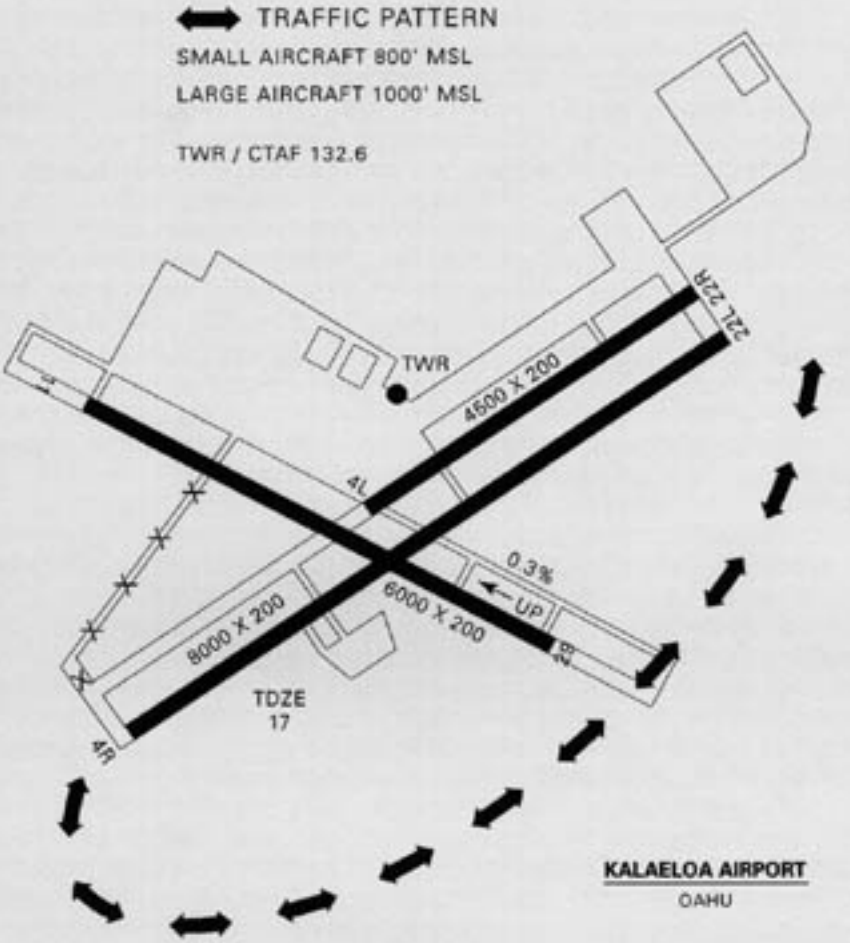
(continued on next page)

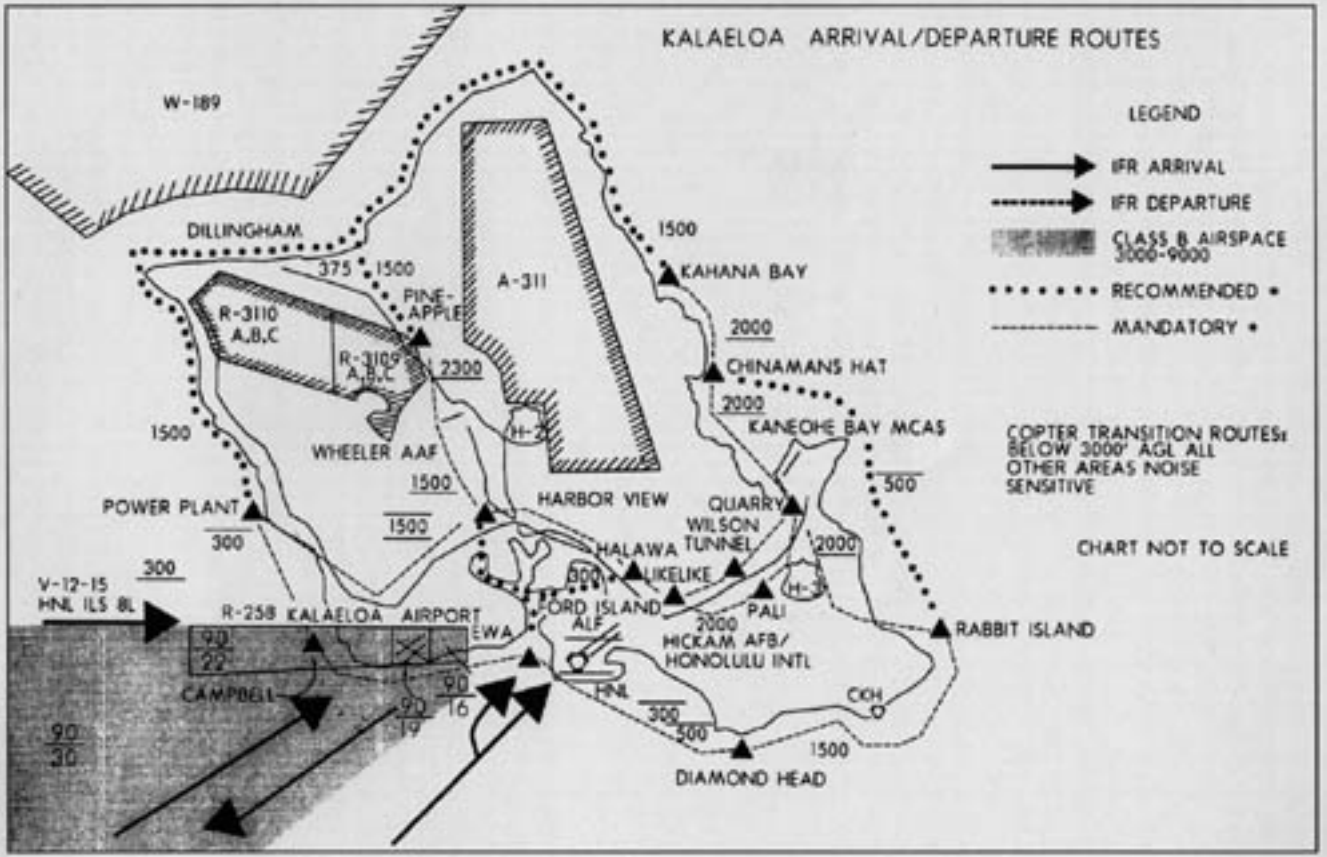
Departures not authorized on runway 29. Arrivals not authorized on Runway 11.

ATIS (ASOS observations voice broadcast 2200-0600L, nightly)

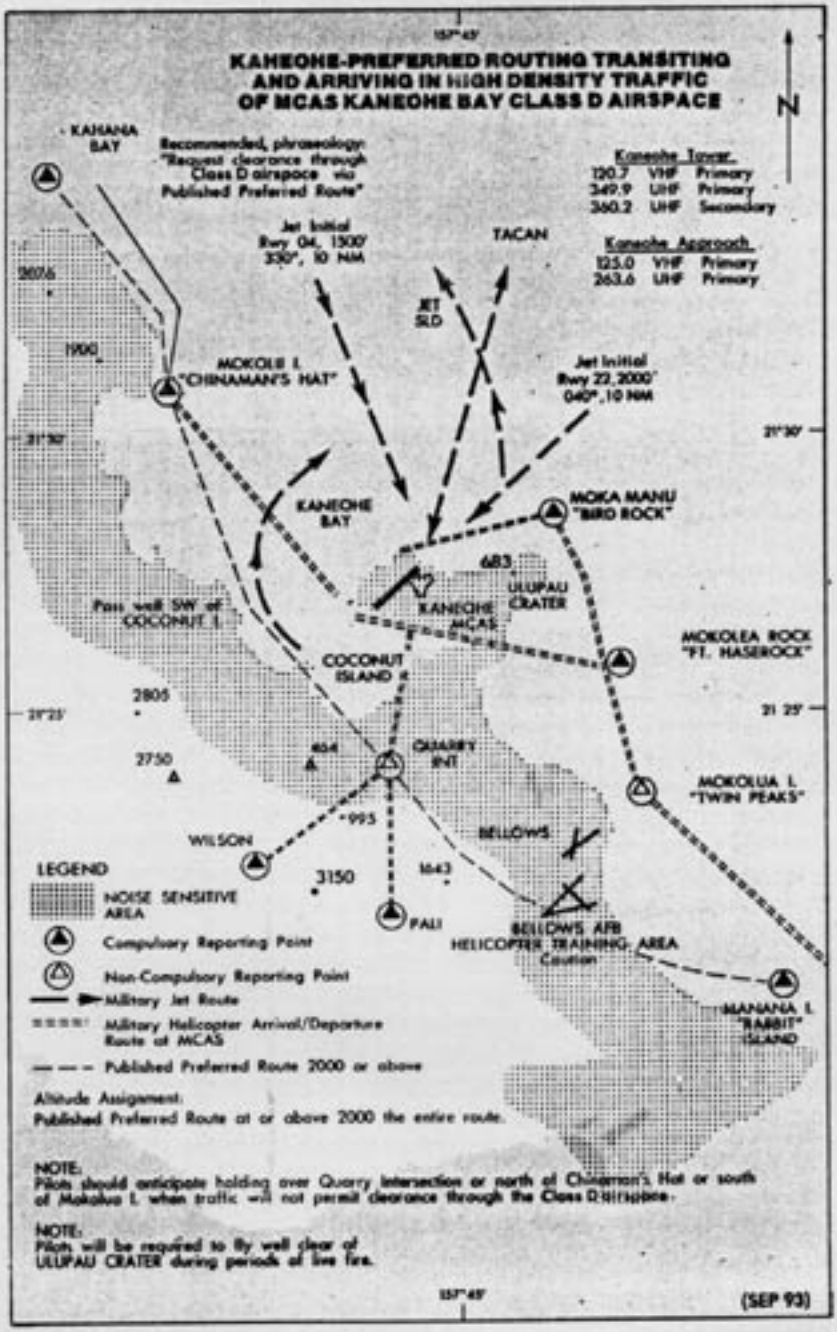
Public restroom and telephone facilities available in first floor o air traffic control tower building.

Airport is located under the final approach path Runway 08L Honolulu International Airport and HNL Class B Airspace. **Do not overfly Campbell Industrial Park. Extreme hazards exists, gaseous exhaust plumes and flames may rise to over 300' MSL without warning!**



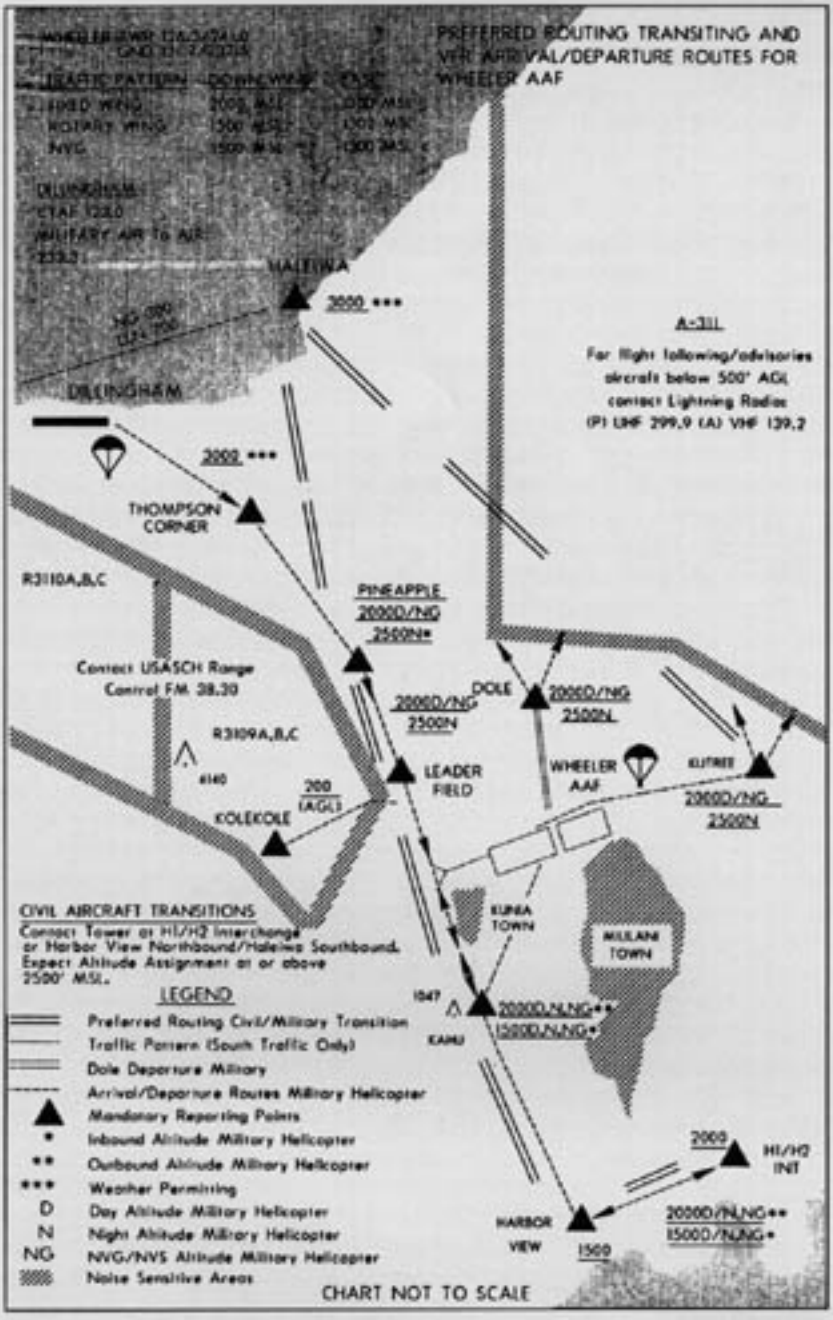

KALAELOA ARRIVAL/DEPARTURE ROUTES
LEGEND
IFR ARRIVAL
IFR DEPARTURE
CLASS B AIRSPACE 3000-9000
RECOMMENDED •
MANDATORY •
COPTER TRANSITION ROUTES: BELOW 3000' AGL ALL OTHER AREAS NOISE SENSITIVE
CHART NOT TO SCALE
W-189
DILLINGHAM
375
1500
R-3110 A,B,C
R-3109 A,B,C
PINE-APPLE
A-311
2300
KAHANA BAY
2000
CHINAMANS HAT
KANEOHE BAY MCAS
500
WHEELER AAF
H-3
HARBOR VIEW
POWER PLANT
300
QUARRY
WILSON TUNNEL
HALAWA
LIKELIKE
PALI
RABBIT ISLAND
V-12-15
HNL ILS 8L
R-258 KALAELOA AIRPORT
FORD ISLAND
ALF
HICKAM AFB/ HONOLULU INTL
HNL
CAMPBELL
DIAMOND HEAD
DKH
90/22
90/16
90/19
90/30

JRF



KANEOHE MARINE CORPS BASE (NGF), Kaneohe, Oahu

NGF


PREFERRED ROUTING TRANSITING AND VFR ARRIVAL/DEPARTURE ROUTES FOR WHEELER AAF
TRAFFIC PATTERN
FIXED WING
ROTARY WING
NVG
DILLINGHAM
CTAF 123.0
MILITARY AIR to AIR
233.2
HALEIWA
3000 ***
DILLINGHAM
2000 ***
THOMPSON CORNER
R3110A,B,C
Contact USASCH Range Control FM 38.30
R3109A,B,C
6140
200 (AGL)
KOLEKOLE
PINEAPPLE
2000D/NG
2500N*
2000D/NG
2500N
DOLE
2000D/NG
2500N
LEADER FIELD
WHEELER AAF
KUTREE
2000D/NG
2500N
A-311
For flight following/advisories aircraft below 500' AGL contact Lightning Radio (P) UHF 299.9 (A) VHF 139.2
CIVIL AIRCRAFT TRANSITIONS
Contact Tower at HI/HQ Interchange or Harbor View Northbound/Haleiwa Southbound. Expect Altitude Assignment at or above 2500' MSL.
LEGEND
Preferred Routing Civil/Military Transition
Traffic Pattern (South Traffic Only)
Dole Departure Military
Arrival/Departure Routes Military Helicopter
Mandatory Reporting Points
* Inbound Altitude Military Helicopter
** Outbound Altitude Military Helicopter
*** Weather Permitting
D Day Altitude Military Helicopter
N Night Altitude Military Helicopter
NG NVG/NVS Altitude Military Helicopter
Noise Sensitive Areas
KUNIA TOWN
MILILANI TOWN
1047
KAMU
2000D/N,NG**
1500D/N,NG*
2000
HI/HQ INT
HARBOR VIEW
1500
2000D/N,NG**
1500D/N,NG*
CHART NOT TO SCALE

EMERGENCY PROCEDURES

A pilot in any emergency phase (uncertainty, alert, or distress) should do the following to obtain help:

Set transponder to 7700 (unless squawking a discreet code and talking to a radar controller – in that case use 7600 if radio contact has been lost).

Tune to 121.5 unless already communicating with a controller (or FSS) on a different frequency.

Transmit MAYDAY, MAYDAY, MAYDAY (if distress) or PAN, PAN, PAN (if uncertainty or alert).

- Aircraft identification (repeat 3 times if calling on 121.5)
- Add the following if calling on 121.5.
- Location
- Heading (true or magnetic – state which one)
- True airspeed or estimated true airspeed (state which one)
- Altitude
- Fuel remaining in hours and minutes
- Nature of distress
- Pilot's intentions (ditch, crash landing, etc.)
- Assistance desired (fix, steer, bearing, escort, etc.)
- Two 10-second transmissions without voice, followed by aircraft identification (once) and OVER.

Comply with instructions received. Accept the communications control offered to you by the ground radio station, silence interfering radio stations, and do not shift frequency or shift to another ground station unless absolutely necessary.

Pilots on IFR flights experiencing two-way radio failure are expected to adhere to the procedures described in the appropriate FARs.

PILOTS SHOULD REMEMBER THE FOUR Cs:

CONFESS your predicament to any ground radio station. Do not wait too long. Give SAR a chance!

COMMUNICATE with your ground link and pass as much of the distress message on the first transmission as possible. We need information for the best SAR action!

CLIMB if possible for better radar and DF detection. IF flying at low altitude, the chance for establishing radio contact is improved by climbing. Also the chances of alerting radar systems are sometimes improved by climbing or descending.

NOTE: Climbing or descending under IMC conditions within controlled air space is not permitted except in EMERGENCY. Air traffic control will operate on the assumption that the provision of the FARs are being followed by the pilot.

COMPLY with advice and instructions received. Assist the ground communications control station to control communications on the distress frequency on which you are working (as that is the distress frequency for your case). Tell interfering stations to maintain silence until you call. Cooperate!

When a pilot is in doubt of his/her position, or feels apprehensive for his/her safety, he/she should not hesitate to request assistance. Search and Rescue facilities, including radar, radio and DF stations, are ready and willing to help. Delay has caused crashes and cost lives. Take action in a timely fashion!

AVOID NOISE SENSITIVE AREAS AND FLY USING ROUTES AROUND POPULATED AREAS

FLYING AT 1,500' AGL REDUCES NOISE COMPLAINTS

AIRPORTS IN HAWAII